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FEATHER RIVER SCENIC BYWAY

IMPLEMENTATION STRATEGY

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Clemson Class of 1995

September 1996

This paper was prepared as a student project in partial fulfillment of the requirements of the Professional Development for Outdoor Recreation Management program at Clemson University. It in no way reflects USDA Forest Service policy nor are the opinions expressed those of anyone other than the author.

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TITLE: **Feather River Scenic Byway Implementation Strategy**

ABSTRACT: The Feather River Scenic Byway is a designated Forest Service Scenic Byway located on the Plumas National Forest, Pacific Southwest Region, USDA Forest Service.

Driving for pleasure is considered to be the second most popular recreational activity in America. The fundamental premise of the Feather River Scenic Byway Implementation Strategy is that the Forest Service Scenic Byway program can provide an opportunity to showcase National Forest programs to a large number of visitors. The Feather River Scenic Byway bisects the Plumas National Forest, providing a glimpse of National Forest management at almost every turn.

The emphasis of the Feather River Scenic Byway Implementation Strategy is to:

- Interpret and enhance scenic, cultural, historic, and natural resources managed by the Plumas National Forest;
- Showcase National Forest programs and resource management activities;
- Promote rural economic development through tourism, and;
- Develop partnerships to accomplish the elements of the strategy.

The Feather River Scenic Byway Implementation Strategy provides detailed information on the existing condition, desired future condition, and an action plan outlining how to achieve the desired future condition.

KEYWORDS: Scenic Byway, Rural Economic Development, Tourism, Automobile Travel, Interpretation.

EXECUTIVE SUMMARY

Title: **Feather River Scenic Byway Implementation Strategy**

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Summary: The Feather River Scenic Byway was designated as a National Forest Scenic Byway by Chief Dale Robertson on October 29, 1990. The Feather River Scenic Byway, located on the Plumas National Forest, links cultural, historic, scenic, and natural resources with the people and communities located along the route.

Like many National Scenic Byways, the Feather River Scenic Byway offers opportunities for viewing spectacular scenic beauty. But the Feather River Scenic Byway can offer more. The Feather River Scenic Byway can serve as a window, through which visitors can view past and present activities on National Forest System lands. The Feather River Scenic Byway can serve as the venue for local, regional, and nationally significant cultural and historic activities. The Feather River Scenic Byway can serve as the tourism link between local communities struggling with the effects of declining timber-based economies.

The Feather River Scenic Byway Implementation Strategy was developed with this desired future condition in mind. The Feather River Implementation Strategy identifies the current existing condition along the route, proposes a desired future condition, and an action plan designed to achieve the desired future condition.

The emphasis of the Feather River Implementation Strategy is to develop partnerships among the owners already present along the Feather River Scenic Byway. By combining efforts, funding, and expertise, all participating partners can succeed in providing a high quality recreational driving and interpretive experience for the American public. By working cooperatively, partners located along the Feather River Scenic Byway can successfully operate and maintain existing facilities, improve existing facilities to meet the needs of modern visitors, improve the visibility of partner's programs, and provide a high quality visitor experience. The Feather River Scenic Byway Implementation Strategy can provide the guidance to achieve this goal.

Feather River Scenic Byway

Implementation Strategy

Introduction

The Feather River Scenic Byway Implementation Strategy describes the management and development strategy the Plumas National Forest intends to pursue. The Implementation Strategy provides guidance on recreation development, interpretive components, signing, funding, partnerships, priorities, scheduling, and more. Many individuals, agencies, Forest Service employees, organizations, and businesses were involved in the preparation of the Implementation Strategy and many of their goals, ideas, and suggestions are included. The Implementation Strategy is intended to meet the Washington Office direction, to develop Scenic Byway Management Guides for all designated Scenic Byways. [1]

Feather River Scenic Byway Management Goals

- The Feather River Scenic Byway provides an outstanding opportunity to know and appreciate the scenic, cultural, historic, and natural resources managed by the Plumas National Forest.

- The Feather River Scenic Byway provides key opportunities to convey information about the USDA Forest Service mission, Plumas National Forest programs, and multiple use and ecosystem management philosophies.

- The Feather River Scenic Byway provides opportunities for promoting rural economic development, increased tourism, and Community - National Forest connections.

- The Feather River Scenic Byway provides opportunities to enhance the scenic, cultural, historic, and natural resources managed by the Plumas National Forest.

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[1] Draft Scenic Byway Management Guide Outline, 2370/7700 memo, October 9, 1992, H. M. Montrey, Associate Deputy Chief, Forest Service.

- The Feather River Scenic Byway recreation developments are owned and operated by a variety of partners, providing opportunities for many fruitful and rewarding partnerships.

- The Feather River Scenic Byway development emphasis is on augmenting existing facilities to enhance visitors experience though the development of interpretive, educational, and informational components.

The Feather River Scenic Byway Implementation Strategy is organized in the following sections:

Section 1 Existing Condition: A detailed discussion of the current physical, social, and managerial settings for the Feather River Scenic Byway and associated facilities.

Section 2 Desired Future Condition: A discussion of the desired future physical, social, and managerial settings for the Feather River Scenic Byway.

Section 3 Action Plan and Implementation Schedule: An action plan and implementation schedule detailing how to get from the existing condition to the desired future condition.

Section 4 Implementation Element Summaries: Detailed discussions of implementation elements, existing and desired future condition, ownership, operations and maintenance, accessibility, interpretive theme, partners, funding, and Community - National Forest connections.

Section 5 Partnerships: Identifies existing and potential partners.

Section 6 Signing Strategy: Identifies standards for signing the Feather River Scenic Byway.

Feather River Scenic Byway

Implementation Strategy

Methodology

Introduction

The development of the Feather River Scenic Byway Implementation Strategy began in December, 1995. A step-by-step approach was used to complete the Implementation Strategy and is described below.

Research

In December, 1995, general research of the Forest Service Scenic Byway program, the designation for the Feather River Scenic Byway, Forest Service policy, and other related recreation topics was completed. Specific information was gathered from a number of sources in preparing for the development of the Feather River Scenic Byway Implementation Strategy.

Public Involvement

The first step in developing the Feather River Scenic Byway Implementation Strategy was to solicit public input. A letter, which provided information on the project and requested public participation and comments, was mailed to the Plumas National Forest "Key Contacts", "Holiday Tree", and "Recreation" mailing lists. This letter went out to over 200 individuals, local agencies, public service organizations, local businesses, Chambers of Commerce, State, County, and Federal Government officials. Only a handful of phone calls and written replies were received in response to this mailing.

The next step was a follow up to the mailing. Many personnel phone calls were made to the identified critical partners. These calls were made to arrange personal meetings with individuals. Specific goals were to inform them of the project, solicit ideas and input, and to sense the level of interest in participating in the implementation phase of the project. Over 40 personal interviews were conducted between January and April, 1996.

Determine Existing Condition

An additional critical step in developing the Feather River Scenic Byway Implementation Strategy was to identify the Existing Condition. An inventory of the Feather River Scenic

Byway, including Key Features, mileages, ownership, condition, operation, and maintenance, was completed in December, 1995 and January, 1996.

Determine Desired Future Condition

The Desired Future Condition was developed using Forest Service policy, professional recreation experience, information gained through the Professional Development for Outdoor Recreation Management program at Clemson University, input from partners, and other interested individuals.

Feather River Scenic Byway

Implementation Strategy

Existing Condition

Introduction

This section describes the Feather River Scenic Byway as it currently exists. The existing condition includes the following factors:

- Physical Setting - includes information on the Physical Description of Route, Climate and Vegetation, Natural Resources, Recreation Facilities, and Information and Education.

- Social Setting - includes information on the Communities, Land Ownership, Recreation Use, Patterns, and Seasons, and Marketing.

- Managerial Setting - includes information on other Scenic Byways, Land Management Plan Direction, Partnerships, Management, Operations, and Maintenance Jurisdictions, Public Safety, Economic Considerations, and Maintenance.

Physical Setting

Physical Description of the route

The Feather River Scenic Byway is a 126 mile route along California State Highway 70, traversing the Sierra Nevada Mountain Range. The western terminus of the route begins at the intersection with California State Highway 191, eight miles north of Oroville, California and continues east to the intersection with Interstate 395, 25 miles north of Reno, Nevada. Appendix A, Feather River Scenic Byway Map, shows the entire route and associated features.

Beginning at the western terminus, at the junction with Highway 191, the Feather River Scenic Byway travels north, leaving the Sacramento Valley, and ascending into the foothills. The route crosses Lake Oroville, a California State Department of Water Resources water storage facility fed by the Feather River, and continues north. The Byway continues north, entering the Feather River Canyon at mile 15, offering the first breathtaking views of the steep rock walls. The Byway follows the North Fork of the Feather River, crossing back and forth over the river on

numerous historic steel bridges which date back to the construction of the highway in 1935. At mile 22 the first of many hydroelectric structures constructed and managed by Pacific Gas and Electric (PG&E) can be seen. The Union Pacific Railroad mainline, completed in 1910, is visible from many points, and includes many historic features (steel bridges, trestles, and tunnels). There are many points along the river where evidence of gold mining and homesteading can be seen. The North Fork of the Feather River forms the northern boundary of the Bucks Lake Wilderness, beginning at mile 34. The Pacific Crest Trail crosses the Byway at the Belden Rest Area, mile 41.

The Feather River Scenic Byway passes through Quincy, and then south and east through forest, meadow and pastoral valleys, characteristic of the high Sierra Nevada Mountain Range. Here there are opportunities to observe agricultural, ranching, and timber related life styles. The Byway follows and crosses the Jim Beckwourth National Historic Trail along this portion of the route. The recreation zone of the Middle Fork of the Feather Wild and Scenic River follows alongside the Byway for ten miles. East of Portola, the Byway traverses the Sierra Valley, the largest valley in the Sierra Nevada Mountain Range, containing the headwaters for the Middle Fork of the Feather Wild and Scenic River. The Byway leaves Sierra Valley and continues to climb to Beckwourth Pass, elevation 5,221 feet, at mile 121. The Byway then descends into Long Valley, with characteristic high desert topography and vegetation, to the eastern terminus at mile 126, the junction of Highway 70 and Interstate 395. A complete list of key features along the Feather River Scenic Byway is found in Appendix B, Key Features Log.

The elevation along the Feather River Scenic Byway ranges from 750 feet above sea level at the western terminus, to 5,221 feet above sea level at Beckwourth Pass, the lowest crossing over the Sierra Nevada Mountain Range. Beckwourth Pass was discovered by James P. Beckwourth, an African American mountain man, in 1849. Highway 70 is often passable when all other highways crossing the Sierra Nevada Mountain Range are closed due to snow.

Climate and Vegetation

Weather patterns along the Feather River Scenic Byway are characterized by four distinct seasons. Daytime temperatures range from the low teens in winter to the high 90's in the summer. Weather and temperatures vary widely according to elevation and topographic differences along the Byway. The Feather River Canyon is an exciting place to be during a storm at any time of year. Winds and precipitation seem to funnel through the Feather River Canyon at an accelerated rate. It is not unusual to witness the instant birth of numerous waterfalls, or observe the defiance of gravity when high winds cause waterfalls to flow uphill. Snowfall varies along the Byway, but typically one to three feet of snow will remain on the ground for much of the winter.

The Feather River Scenic Byway crosses three major biotic provinces; the Sacramento Valley, Sierra Nevada Mountain Range, and the Great Basin. Vegetation types range from valley grassland, oak woodland, chaparral, mixed conifer forest, mountain meadow, and high elevation desert.

Natural Resources

Travelers along the Feather River Scenic Byway may observe a wide variety of natural resources managed by the Plumas National Forest. There are no interpretive displays, brochures, or other interpretive components along the Byway which convey information about natural resources. The Plumas National Forest Visitors Map includes some general information on the natural resources managed by the Plumas National Forest.

Following is a brief discussion of the variety of natural resources which may be found along the Feather River Scenic Byway. Appendix F, Natural Resource Interpretive Element Inventory, is an inventory of the potential natural resource interpretive components along the Byway.

Botany - Due to the wide variety of geology, soils, climates, and elevation ranges, many plant habitats are found along the Byway. Some of these habitats are quite unique and support some unusual and rare species. There are no Botanical areas managed specifically for viewing plants along the Byway, however there are several popular spring wildflower viewing areas, including Sierra Valley, Feather River Canyon, and Table Mountain.

Wildlife - Many wildlife habitats are found along the Byway, adding to the likelihood of discovering a wide variety of wildlife and bird species. The Sierra Valley is on the Pacific Migratory Route for many species of birds, adding to the diversity of bird species. Watchable Wildlife signs direct the visitor to Lake Davis, a side trip at mile 101.9. There are no Watchable Wildlife programs located directly along the route, but many opportunities exist.

Geology - Many significant geologic features can be observed along the Byway, the most notable being the granitic rock outcrops of the Elephant Buttes and the four mile long Serpentine Canyon. Geologically, Highway 70 serves as the dividing line between the Cascade Mountain Range to the north and the Sierra Nevada Mountain Range to the south. There are many opportunities to see "geology in action" within the Feather River Canyon, where numerous faults are exposed, landslides are common, and large boulders can be seen lying where they have fallen beside the road and in the river.

Timber - Timber management activities, past and present, can be observed from many points along the Byway. There are opportunities to see different silvicultural techniques, logging methods, and plantations of varying ages and species mix. There are several historic timber mill locations along the Byway, the most notable being the Long Valley Mill site, located east of Beckwourth Pass. There are several closed timber mills located along the route (Twain, Graeagle, and Sloat) attesting to the changing local timber industry. There is a working timber mill, operated by Sierra Pacific Industries, in Quincy.

Grazing/Agriculture - There are many opportunities to see evidence of the ranching and agricultural life styles common to the many pastoral valleys crossed by the Byway. Additionally, The Plumas National Forest administers several grazing allotments which can be seen from the Byway.

Fire/Fuels - There are many opportunities to observe recent and past evidence of the effects of human caused fire on the ecosystem along the Byway. There are examples showing how vegetation, soil, slope, and other factors influence the effects of fire on an ecosystem. In the Feather River Canyon, characterized by steep rocky hillsides and shallow soils, forests affected by fire have grown back into brush fields, despite attempts to plant conifer species. East of Quincy there are examples of a forest regenerating after a catastrophic fire.

Due to years of drought and fire suppression activities in forests throughout the western United States, forest fuels have built up to an unnatural and alarming level. Fuel reduction projects are evident along the Byway.

Cultural/Historic - There are numerous prehistoric and historic sites located along the Byway. The prehistoric occupation of the area dates back to 1500 B.C. and there are many features located along the route. Village sites of the Northern Maidu once existed in the American Valley and remnants can still be seen today.

Early settlers have left evidence of their occupation along the entire length of the Byway. The route actually follows the original wagon trail, now known as the Beckwourth National Historic Trail, in two locations. The Beckwourth National Historic Trail is part of the California Trail, a system of wagon roads and pack trails that emigrants of 1841 and later used to forge their way to California. The entire length of the trail has been surveyed and is posted with markers at two mile intervals.

Fisheries - Historically, the North Fork of the Feather River was a famous fishery for salmon and steelhead, generating revenue for the many resorts located along the Railroad, and later the Feather River Highway. Western Pacific Railroad (now Union Pacific) marketed the "Feather River Route" and offered a one day "Fisherman Special" railroad package from Oakland and San Francisco to Tobin, which became very popular during the 1910's and 1920's. Well into the 1950's the "California Zephyr" brought passengers up the Feather River Canyon and beyond. With the construction of the Oroville Dam in 1968, the salmon and steelhead fishery vanished, along with the economic basis for many of the resorts within the Feather River Canyon. On March 22, 1970 passenger service was discontinued on the Feather River Route.

Today the North Fork of the Feather River supports a very different fishery, with Rainbow Trout, Bass, Suckers, and Squaw Fish. It is interesting to note that the trout population in the North Fork of the Feather River contain a parasite, called *Ceramyxa*. The State Department of Fish and Game does artificially introduce fish into the North Fork of the Feather River and must introduce *Ceramyxa* resistant trout if they are to survive. A fish ladder is located at Rush Creek, on the Byway.

The Middle Fork of the Feather River is a State Designated Wild Trout River and supports a naturally occurring trout population. A Wild Trout Hatchery is located on the campus of the Feather River College, at mile 69.2.

Recreation Facilities

There are a number of recreation facilities along the Feather River Scenic Byway. Many of the existing facilities are owned and operated by an entity other than the Plumas National Forest. This sets the stage for some fruitful and rewarding partnerships. Table 1-1, Existing Recreation Facility Inventory, lists the facilities found along the Feather River Scenic Byway, ownership, facility condition, interpretive component, season of use, and management direction. Section 4, Implementation Element Summaries, contains detailed information on the condition of existing facilities, the status of the interpretive elements, and desired future condition.

The following important generalizations can be made for recreation facilities along the Feather River Scenic Byway:

- Accessibility surveys have not been completed (except for the Hallsted Campground). Initial reviews indicate that most facilities will require some modifications to meet current accessibility standards with respect to the Americans with Disabilities Act (CalTrans facilities probably meet current standards).

- Almost all of the existing facilities are lacking an interpretive component. The few facilities that do have an interpretive component are lacking an identifiable theme. The interpretive theme is not well developed, the material is dated, and the quality is poor.

- The Forest Service presence at the existing facilities is poor to nonexistent. While there is an infrastructure provided for the Forest Service to use at many of the facilities (information kiosks or gazebos) they are not used, the materials are dated, and quality is poor.

- There have been no formal efforts to monitor visitor satisfaction with current facilities and programs offered along the Byway.

Information and Education

Publications - The Feather River Scenic Byway is highlighted on the Plumas National Forest Visitors Map, however the western terminus is mistakenly identified. The Feather River Scenic Byway is featured in National Forest Scenic Byways II. [1]

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[1] National Forest Scenic Byways II, Beverly Magley, Falcon Press Publishing Company, 1992, pages 47-51.

Signing - The route is not signed with the designated National Forest Service Scenic Byway logo signs. There is currently no physical identification of the Feather River Scenic Byway along Highway 70. Visitors to the Plumas National Forest are largely unaware of the existence of the designated National Forest Scenic Byway.

There are two Plumas National Forest boundary signs, located at the western and eastern edge of the Plumas National Forest. The western boundary sign is in poor condition, not to Forest Service Standards, and requires replacement. The eastern boundary sign is in good condition.

The Lake Davis Watchable Wildlife area is identified at the turn off, mile 101.9, with the standard Watchable Wildlife logo. Signing was purchased by National Forest Service but is maintained by CalTrans.

The California Department of Transportation (CalTrans) has recently placed "Historic Bridge" signs along the Feather River Scenic Byway. In addition, CalTrans maintains all highway related signing (directional, distance, and posted speed) along the Byway.

The Tourist Orientated Signing (TOS) Program has not been implemented along the Feather River Scenic Byway.

Interpretive Materials - There are minimal interpretive displays located at the developed facilities along the Feather River Scenic Byway. The Belden Rest Area is the only development with an existing interpretive display, the Eby Stamp Mill. Several facilities have minimal informational signing, such as signing identifying the facility, who operates and maintains it, and regulations.

The Belden Rest Area, Shady Rest Area, and Davis Rest Area all provide a location for Forest Service interpretive materials or informational signs (gazebo, kiosk, or bulletin board). The Plumas National Forest has made some use of these facilities, particularly at the Davis Rest Area. The Forest Service interpretive and informational displays at Belden and Shady Rest Areas are in very bad condition, materials are dated, or missing. There is a lack of Forest Service presence at most of the facilities along the Feather River Scenic Byway.

Table 1-1

Existing Recreation Facility Inventory

Feather River Scenic Byway

Facility:	Type:	Recreation Opportunity Spectrum (ROS):	Visual Quality Objective (VQO):	Facility Condition:	Interpretive Component:	Ownership:	Season of Use:
Vista Point	Vista	N/A *	N/A *	Good	None	CalTrans	Year Round
Shady Rest Area	Rest Area/Picnic	Roaded Natural	Retention	Good	Yes, Poor	PG&E	Year Round
Chambers Creek TH	Trail Head	Roaded Natural	Retention	Poor	None	PNF	May-Nov
Ben Lomond TH	Trail Head	Roaded Natural	Retention	Poor	None	PNF	May-Nov
Belden Rest Area	Rest Area/Picnic	Roaded Natural	Retention	Good	Yes, Good	PG&E	Year Round
PCT TH (north)	Trail Head	Roaded Natural	Retention	Good	None	PNF	June-Sept
Indian Ck/Yellow Ck	Trail Heads	Roaded Natural	Retention	Good	None	PNF	May-Nov
PCT TH (s)	Trail Head	Roaded Natural	Retention	Poor	None	PNF	June-Sept
Hallsted CG	Campground	Rural	Retention	Good	None	PNF	May-Sept
Spanish Creek CG	Campground	Roaded Natural	Retention	Good	None	PNF	May-Sept
Massack Rest Area	Rest Area	Rural	Retention	Good	No	CalTrans	April-Oct
Park & Ride	Parking	Roaded Natural	N/A *	Good	None	CalTrans	Year Round
Jackson Creek	Picnic Area	Roaded Natural	Retention	Good	None	PNF	May-Nov
Jackson Creek Trail/TH	Trail & Trail Head	Roaded Natural	Retention	Good	None	PNF	May-Nov
Portola Park	Picnic Area	Rural	Retention	Poor	None	PNF	April-Nov
Beckwourth Cabin	Interpretive Site	Rural	Retention	Good	Yes, Good	Plumas Co.	Closed
Davis Rest Area	Rest Area	Rural	Retention	Excellent	Yes, Good	CalTrans	April-Oct
Beckwourth NH Trail	National Historic	Varied **	Varied **	N/A **	None	PNF	June-Sept

Notes:

* Vista Point is outside the Plumas National Forest boundary and ROS was not applied during Land Management Planning.

* Park & Ride did not have a VQO identified during the Land Management Planning process.

** Beckwourth National Historic Trail - Historic markers placed along entire length of trail, but much of the trail is not visible and it is not under any maintenance program. The trail travels through private and Plumas National Forest System lands, and through many different VQO's and ROS development scales. There are interpretive signs along the route, but not in the vicinity of the Feather River Scenic Byway.

Definitions:

ROS - Recreation Opportunity Spectrum

- *Roaded Natural* - Mostly Natural appearing environment as viewed from sensitive roads and trails. Opportunity to affiliate with other users in developed sites but with some chance for privacy. Self reliance on outdoor skill of only moderate importance. Little challenge and risk. Vegetation alterations done to maintain desired visual and recreational characteristics. Access for people with disabilities is of only "Moderate" challenge. Rustic facilities providing some comfort for the user as well as site protection. Moderate site modification for facilities. Interpretation through simple wayside exhibits. Use native type materials with some refinement in design.

- *Rural* - Natural environment is culturally modified yet attractive (i.e. pastoral farmlands). Backdrop may range from alterations not obvious to dominate. Opportunity to affiliate with other users is important as is convenience of facilities. Self reliance on outdoor skills of little importance. Little challenge and risk. Interactions between users may be high as is evidence of other users. Access for people with disabilities is "Easy" and meets ADAAG standards. Some facilities designed primarily for user comfort and convenience. Some synthetic but harmonious materials may be incorporated. Design may be more complex and refined. Interpretation through more complex wayside exhibits including small lighted structures.

VQO - Visual Quality Objective

- *Retention* - Provide for a natural appearing landscape. Management activities are not visually evident. No management activities are prohibited,

PNF - Plumas National Forest
PG&E - Pacific Gas and Electric
CalTrans - California Department of Transportation

Social Setting

The Communities

The Feather River Scenic Byway passes through many small communities and towns as it threads its way along the North and Middle Forks of the Feather River, linking together the communities, businesses, and people, with the natural resources found on the Plumas National Forest System lands.

There are currently no Community - National Forest connections or relationships identified along the Byway, but a great potential exists. There are many communities who are influenced by activities which occur, or have occurred in the past, on National Forest System lands. Further more, there are many historic, cultural, and natural resource elements or components along the Byway which have a connection to a community or town located within the influence of the route. Additionally, there are attractions located in communities which have a direct or indirect relationship with elements along the Byway. Specific information about potential opportunities for Community - National Forest connections can be found in Section 4, Implementation Element Summaries.

Oroville - Although Oroville is not located along the Byway, the city is identified as "The Gateway to Feather River Country" in promotional materials distributed by the Oroville Chamber of Commerce. Located 60 miles northeast of Sacramento, Oroville has a population of 45,000. Notable landmarks include the Oroville Dam and Lake Oroville, a California State Department of Water Resources water storage project. Visitor attractions include Lake Oroville and the associated recreation facilities, Lake Oroville Visitors Center, Fish Hatchery, and the Chinese Temple, built in 1863 to serve as a place of worship for a community of 10,000 Chinese laborers. Oroville is a full service community with six hotels, four gas stations, 16 grocery stores, a hospital, and many other services.

The Feather River is said to have been named by Captain Luis Arguello in 1820, when visiting the area where Oroville now stands. He noticed "an abundance of wild pigeon feathers upon the river", hence the name. Oroville is Spanish for "City of Gold" and was so named after John Bidwell discovered gold at Bidwell Bar (now under Lake Oroville) in 1848.

Belden - The community of Belden is located 50 miles east of Oroville, on the Byway, at mile 41.5. Today this community is comprised of several private homes and the Belden Town Resort. Between 1849 and 1852 thousands of people flocked to a four mile stretch of river between Belden Town and Rich Bar, taking over 250,000 ounces of gold from the Feather River. Beginning in 1910, with the completion of the railroad, Belden Town served as an important link to the outside world. Mail delivered to Belden Town would continue north on the Belden - Longville Stage Coach route. Later, Belden became a favorite vacation destination for anglers, thanks to the "Fiserman Specials" offered by Western Pacific Railroad (now part of Union Pacific Railroad).

Twain - A homestead and mining community during the 1800's, Twain was once home to the Twain Lumber Mill. Today Twain is a small hamlet of several homes, a trailer park, and store. The Hallsted Campground is located 0.5 miles west of Twain.

Greenville - At the junction of Highway 70 and Highway 89 (north), at mile 59.7, visitors can take a side trip to the communities of Greenville, Taylorsville and Crescent Mills. Located in the beautiful Indian Valley, these communities offer many services and an interesting side trip off the Byway. Visitor attractions include the Taylorsville Museum, Greenville Depot, Taylorsville Rodeo Grounds and Campground, Greenville Park, and Round Valley Lake.

Quincy - The community of Quincy is located in the beautiful American Valley, 78 miles east of Oroville and 80 miles west of Reno, Nevada. The population of Quincy is 5,000. Quincy, identified as a "Main Street Community" in 1988, has an active downtown merchant organization which supports economic growth and community beautification projects. Notable landmarks include the Plumas County Courthouse, Pioneer Schoolhouse, Plumas Unified School District Office, Quincy Community United Methodist Church, Chinese Cemetery, and several 1850's vintage homes. Visitor attractions include the Plumas County Museum, Plumas County Fairgrounds, and Bucks Lake (located 20 miles southwest of town). Quincy is a full service community with four motels, one bed and breakfast, six gas stations, two grocery stores, a hospital, and many other services.

Spring Garden - A small community of 80 people, no services.

Cromberg - A small community of 138 people, no services.

Mohawk - The turn off for the community of Mohawk is located 22 miles east of Quincy and is one mile south of the Byway. Mohawk serves as the gateway to the Plumas - Eureka State Park, which features a privately owned, historic, hard rock gold mining town (Johnsville), museum, gold mining interpretive program and living history demonstrations. Plumas - Eureka State Park is a six mile side trip off the Byway. A small ski hill is located beyond the town of Johnsville, and is open January through March.

Blairsden - The community of Blairsden is located 23 miles east of Quincy, just south of the Byway, on Highway 89. There is a store and restaurant located in Blairsden.

Graeagle - The community of Graeagle is located one mile south of the Byway, on Highway 89. Graeagle is a prime tourist and retirement community with numerous condominium and resort developments. There are four golf courses, restaurants, and other services. The Middle Fork of the Feather Wild and Scenic River flows through town. Graeagle is an example of an historic company owned lumber mill town, the mill pond can still be seen today.

Portola - The town of Portola is located 31 miles east of Quincy and is the only incorporated town in Plumas County. With a population of 2,045, Portola is the gateway to Lake Davis Recreation Area, a popular camping and fishing destination. Portola has an older downtown area, off of the Byway, on Gulling Street. The historic part of Portola was associated with the railroad and served as an important mail and passenger stop on Western Pacific Railroad's "Feather River Route". Union Pacific has a major railroad yard in Portola still today. Once the railroad dropped its passenger service, and Highway 70 was completed, the downtown area declined. The city has plans to revitalize the downtown area. Portola is a full service community, with most of the services located along Highway 70.

The main visitor attraction is the Portola Railroad Museum, established in 1983. The Plumas Railroad Society operates and maintains the Portola Railroad Museum, which has an extraordinary collection of vintage and newer steam and diesel locomotives and railcars. The locomotive known as the California Zephyr, which made its last run up the Feather River Canyon in 1970 can be seen here, fully restored.

Another attraction, the Beckwourth Cabin, is located three miles east of Portola, on private land. The cabin and trading post, believed to have been built by Jim Beckwourth in 1852, is the oldest building in Plumas County. Owned by Plumas County, the Beckwourth Cabin was recently restored, but is currently not open to the public. There are plans for a Sierra Valley Natural History Museum to be build somewhere near this location in the future. At this time there is a conceptional design but there is no funding and land has not been purchased.

Beckwourth - The community of Beckwourth is located 37 miles east of Quincy, California and has a population of 230 people. There are no services available.

Vinton - The community of Vinton is located 47 miles east of Quincy and has a population of 90 people.

Chilcoot - The community of Chilcoot is located 49 miles east of Quincy. A store, gas station, and two restaurants are located at the turn off to the Frenchman Lake Recreation Area, a popular National Forest recreation facility.

Land Ownership

Land ownership along the Feather River Scenic Byway is varied and includes National Forest System lands, Pacific Gas and Electric, State of California, and many other private owners. Some land line survey and posting has been completed by the Forest Service along the Byway, particularly adjacent to the communities of Quincy, Blairsden, Beckwourth, Twain, and Portola. Approximately 50 percent of the private - Forest Service boundary location and posting has been completed along the Byway.

Recreation Use, Patterns, and Seasons

Highway 70, the Feather River Scenic Byway, serves as a main transportation corridor for local, commercial, and recreation related traffic, and also serves as a main route across the Sierra Nevada Mountain Range. Beckwourth Pass is the lowest elevation crossing of the Sierra Nevada Mountain Range and Highway 70 is typically open when all other highways crossing the Sierras is closed due to snow. Additionally, the corridor serves as a Union Pacific Railroad Mainline and a hydroelectric power transportation corridor.

CalTrans measures traffic patterns and volumes for Highway 70. In 1994, the average daily total traffic volume for the Feather River Scenic Byway was 3,200 vehicles. During August, the peak travel month, the average daily total traffic volume for the Feather River Scenic Byway was 3,600 vehicles. [2]

In 1995, the Plumas National Forest reported 277,500 Recreation Visitor Days (RVD = one person engaging in activity for 12 hour period) for Automobile Travel forestwide. Recreation use data is not collected specifically for the scenic driving, or for the Feather River Scenic Byway.

The rest area facilities along the Feather River Scenic Byway receive heavy use during the summer months, June through August, particularly on weekends. Facility use during the fall, winter, and spring months is light to moderate. Use often exceeds capacity at the Belden and Shady Rest Areas, where there is only one toilet building with two seats. This is a problem year round.

The season of use for trails located along the Feather River Scenic Byway is usually April through October. Trail head facilities receive light to moderate use during this time.

Vandalism occurs occasionally at facilities located along the Feather River Scenic Byway and continues to be a management concern. Additionally, there is an exceptional management problem associated with Portola Park. Portola Park is located at the eastern edge of Portola, on the Middle Fork of the Feather Wild and Scenic River. The facility is used primarily by locals, vagrants, and as a party spot for high school aged children. The dumping of household trash, the type and pattern of use, and facility conditions are serious management concerns. This facility is an access point for the Middle Fork of the Feather Wild and Scenic River.

Marketing

The Plumas National Forest has not conducted a formal market survey associated with the Feather River Scenic Byway. There are many other sources of marketing information available for Northern California, adjacent National Forests, Portola, and Plumas County. [3]

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[2] 1994 Traffic Volume Report, California Department of Transportation. Calculated using average of daily traffic counts along the Feather River Scenic Byway, excluding the communities of Quincy and Portola.

[3] Portola Tourism Strategy, Arlene Hetherington and Lou Piotrowski, Meta-link, 1995. County of Plumas, Tourism and Marketing Plan, Meta-link, 1996. Strategic Marketing Plan for Northern California Tourism and Outdoor Recreation, A Sourcebook for Tourism and Recreation Planners, Emilyn Sheffield & Bob Warren, 1995.

There are many local Chambers of Commerce and Visitors Bureaus with an interest in the Feather River Scenic Byway. These organizations currently market their communities, attractions, and services through a variety of methods. Following is a list of marketing and tourism organizations within the influence of the Byway:

- Butte Valley Chamber of Commerce
- Chico Chamber
- Eastern Plumas Chamber of Commerce
- Indian Valley Chamber of Commerce
- Plumas County Visitors Bureau
- Westwood Chamber of Commerce
- Oroville Visitor and Tourism Bureau
- Shasta - Cascade Wonderland Association
- Quincy Main Street Chamber

There are no current efforts to specifically market the Feather River Scenic Byway, primarily due to the lack of identification and signing. The Feather River Scenic Byway is shown on the Plumas National Forest Visitors Map. Additionally, Highway 70 received exposure on one episode of a San Francisco television program, "Bay Area Backroads".

The Plumas County Visitors Bureau is the organization conducting marketing for Plumas County. The current market focus is Northern California (Sacramento, San Francisco Bay Area, East Bay Area, and San Jose) and Reno, Nevada. The Plumas County Visitors Bureau advertises Plumas County in travel magazines (Sunset and Motorland), conducts media relations, provides press releases, provides information for guidebooks, attends trade shows, publishes brochures, visitor guides, and maintains a toll free (800) phone number. The Plumas County Visitors Bureau currently monitors marketing efforts by tracking phone contacts to determine where the caller learned about Plumas County, Zip Code of caller, and what their area of interest is. They provide this information to all of the Chambers in Plumas County. The Plumas County Visitors Bureau is a member of the Shasta - Cascade Wonderland, a tourism development agency for Northern California. The USDA Forest Service has funded several marketing and tourism related projects through Shasta - Cascade Wonderland with Rural Economic Development Grants. Through Shasta - Cascade Wonderland, Plumas County is on the Internet, effectively expanding the market area.

Managerial Setting

Other Scenic Byways

The Feather River Scenic Byway was designated on October 29, 1990 by Dale Robertson, Chief of the Forest Service. The designation of the Byway was the result of a committed effort from a number of community organizations, businesses, individuals, local and state agencies, and the

Plumas National Forest. For more information refer to Appendix G, Feather River Scenic Byway Designation Report.

There are three kinds of Scenic Drives in California; National Forest Scenic Byways (USDA Forest Service), Back Country Byways (Bureau of Land Management), and California Scenic Highway (State of California Department of Transportation). There are 11 National Forest Scenic Byways, Back Country Byways, and California Scenic Highways in Northern California. Currently management and marketing of these Scenic Drives do not cross Agency or National Forest boundaries. Suggestions for combining the marketing of Northern California Scenic Drives across organizational boundaries were made in the recently completed Strategic Marketing Plan for Northern California Tourism and Outdoor Recreation. [4]

Two National Forest Scenic Byways are located on adjacent National Forests. The Lassen Scenic Byway on the Lassen National Forest, and Highway 89 on the Tahoe National Forest.

Land Management Plan Direction

The Plumas National Forest Land and Resource Management Plan (LMP), completed in 1988, does not mention the Feather River Scenic Byway, the National Forest Scenic Byway Program was initiated after the LMP was completed.

The LMP Management direction for Highway 70 is included within the following Management Areas; Flea Mountain (#1), Grizzly Dome (#2), French Creek (#3), North Fork (#19), Rich (#20), Grizzly Ridge (#23), Penman Peak (#32), Nelson Creek (#33), Dotta (#36), and Beckwourth (#38).

The LMP identifies the Visual Quality Objectives (VQO's) for Highway 70 as *Visual Retention* (Rx-10) and *Visual Partial Retention* (Rx-14). [5]

- *Visual Retention* is defined as "providing for a natural appearing landscape where management activities are not visually evident. No management activities are prohibited. Peoples activities are not evident to the casual forest visitor".

- *Partial Visual Retention* is defined as "providing natural appearing landscape by assuring that management activities remain visually subordinate to the natural landscape. Peoples activities may be evident but must remain subordinate to the characteristic landscape".

All existing recreation facilities along the Feather River Scenic Byway are identified as having a *Retention* VQO.

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[4] Strategic Marketing Plan for Northern California Tourism and Outdoor Recreation, A Sourcebook for Tourism and Recreation Planners, Emilyn Sheffield & Bob Warren, 1995.

[5] Plumas National Forest Land and Resource Management Plan, USDA Forest Service, 1988.

Appendix D, Plumas National Forest Land Management Plan - Management Direction, summarizes general and specific management direction for Highway 70.

The LMP identifies the Recreation Opportunity Spectrum (ROS) classes for Highway 70, and the associated facilities, as *Roaded Natural* and *Rural.* [5]

- *Roaded Natural* is defined as a "mostly natural appearing environment as viewed from sensitive roads and trails. Opportunity to affiliate with other users in developed sites but with some chance for privacy. Self reliance on outdoor skill of only moderate importance. Little challenge and risk. Vegetation alterations done to maintain desired visual and recreational characteristics. Access for people with disabilities is of only "Moderate" challenge. Rustic facilities providing some comfort for the user as well as site protection. Moderate site modification for facilities. Interpretation through simple wayside exhibits. Use native type materials with some refinement in design".

- *Rural* is defined as a "natural environment is culturally modified yet attractive (i.e. pastoral farmlands). Backdrop may range from alterations not obvious to dominate. Opportunity to affiliate with other users is important as is convenience of facilities. Self reliance on outdoor skills of little importance. Little challenge and risk. Interactions between users may be high as is evidence of other users. Access for people with disabilities is "Easy" and meets ADAAG standards. Some facilities designed primarily for user comfort and convenience. Some synthetic but harmonious materials may be incorporated. Design may be more complex and refined. Interpretation through more complex wayside exhibits including small lighted structures".

The managerial setting is consistent with the identified ROS Class for each facility. Table 1-1, Existing Recreation Facility Inventory, lists facilities and the identified VQO's and ROS Classes.

Partnerships

There is currently one formal partnership associated with the Feather River Scenic Byway, a Memorandum of Understanding between the USDA Forest Service and the California Department of Transportation (CalTrans). This agreement specifies that the Forest Service will purchase signs for State Highways and CalTrans will provide posts and install signs along State Highways. In addition, local and District level CalTrans officials have been extremely helpful in the preparation of the Feather River Scenic Byway Implementation Schedule.

There is enormous potential for numerous partnerships relating to the operation, maintenance, management, design, planning, and development of recreation facilities and the design, planning, and distribution of interpretive components (brochures, audio tapes, signing, etc.).

Management, Operations, and Maintenance Jurisdictions

The Plumas National Forest administers all National Forest System lands and Federal facilities along the Feather River Scenic Byway. The Byway passes through portions of the Beckwourth, Feather River, and Mt. Hough Ranger Districts. State Highway 70 and State facilities (Massack Rest Area, Beckwourth Park and Ride, and Davis Rest Area) are maintained by CalTrans. The Plumas National Forest and Federal Highway Administration authorize the State of California to operate and maintain Highway 70 under a variety of easements and special use permits. The operation and maintenance responsibility is shared by two CalTrans management Districts. CalTrans is undergoing a reorganization, the management of some facilities may change within the next year.

The Feather River Scenic Byway travels through portions of Butte, Plumas, and Lassen Counties. Table 1-2 illustrates county and CalTrans jurisdictional lines for the Feather River Scenic Byway.

Table 1-2

Jurisdiction Boundaries

Location:	County:	CalTrans:	Forest Service:
Western terminus to 25.4 mile (25.4 miles)	Butte	District 2	Feather River RD
25.4 mile to 26.8 mile (1.4 miles)	Plumas	District 3	Feather River RD
26.8 mile to 82.0 mile (55.2 miles)	Plumas	District 3	Mt. Hough RD
82.0 mile to 96.9 mile (14.9 miles)	Plumas	District 3	Beckwourth RD
96.9 mile to 121.7 mile (24.8 miles)	Plumas	District 3	N/A
121.7 mile to Eastern terminus (3.8 miles)	Lassen	District 3	N/A

Public Safety

The Feather River Scenic Byway is a paved, two lane State Highway, with occasional passing lanes. Posted speeds for Highway 70 vary from 25 miles per hour to 50 miles per hour, but is often driven at speeds exceeding the posted and designed speed limits. Safe turnouts are not available along many portions of the route, especially within the Feather River Canyon.

Because the Feather River is controlled at several points by dams and power plants, the River level fluctuates unexpectedly. Pacific Gas and Electric has posted signs along the Feather River, warning the public of these river fluctuations.

The steep rock walls of the Feather River Canyon make for spectacular scenery, but also create potential hazards. Rockfalls and slides occur, particularly during periods of heavy precipitation, and freeze thaw events. CalTrans crews regularly patrol during storms to keep the roadway clear of rocks and debris.

Law Enforcement along the Feather River Scenic Byway is provided by the California Highway Patrol and County Sheriff's Officers. Incidents which occur on National Forest System lands are

investigated by Plumas National Forest Law Enforcement Officers. All law enforcement officers work cooperatively to enforce State, local, and Federal laws and regulations.

Economic Considerations

Facilities located along the Feather River Scenic Byway, with the exception of the Hallsted Campground, are free to the public. The Hallsted Campground is operated and maintained by a Concessionaire. Costs associated with the operation and maintenance of all other facilities along the route are borne by the partner who owns and manages the facility.

Up until now, the funding of construction and improvements along the Feather River Scenic Byway has been the responsibility of the owner. There has been very little use of partnerships and grant funding with regard to facilities located along the Byway. Without a development strategy for the Feather River Scenic Byway, it has been difficult to compete for grant funding. Several years ago Plumas County applied for Intermodel Surface Transportation Efficiency Act (ISTEA) grant funds to develop the interpretive stop at Rich Bar, funding was not approved. Plumas Corporation was successful in securing grant funding to restore the Beckwourth Cabin several years ago. Plumas Corporation has also been the recipient of Rural Economic Development grant funds to facilitate tourism related activities in Plumas County over the last few years.

Another economic consideration is the number of potential partners who might contribute funding, labor, materials, or expertise to a project or development along the Feather River Scenic Byway. With the completion of the Feather River Scenic Byway Implementation Strategy, securing alternative funding sources and partnerships will be possible.

Maintenance

Maintenance of existing facilities is dependent on ownership, funding, and proximity. Maintenance of facilities located along the Byway ranges from good to excellent. Partnerships are not utilized in the maintenance of facilities at this time.

Table 1-3, Existing Facility Maintenance Responsibilities, summarizes maintenance roles and responsibilities.

Table 1-3

Existing Facility Maintenance Responsibilities

Feather River Scenic Byway

Facility:	Type:	Ownership:	Facility Condition:	Season of Use:	Maintenance Completed By:	Maintenance Elements & Services:
Vista Point	Vista	CalTrans	Good	Year Round	CalTrans	No facilities/services, paving
Shady Rest Area	Rest Area/Picnic	PG&E	Good	Year Round	PG&E,	Garbage, toilet, lawn, picnic, paving
Chambers Creek TH	Trail Head	PNF	Poor	May-Nov	PNF, MHRD	Signing, trail
Ben Lomond TH	Trail Head	PNF	Poor	May-Nov	PNF, MHRD	Signing, trail
Belden Rest Area	Rest Area/Picnic	PG&E	Good	Year Round	PG&E, local	Garbage, toilet, interp. site picnic, paving
PCT TH (north)	Trail Head	PNF	Good	June-Sept	PNF, MHRD	Signing, trail
Indian Ck/Yellow Ck	Trail Heads	PNF	Good	May-Nov	PNF, MHRD	Signing, trail
PCT TH (s)	Trail Head	PNF	Poor	June-Sept	PNF, MHRD	Signing, trail, horse corral
Hallsted CG	Campground	PNF	Good	May-Sept	PNF, Concession	Special Use Permit Admin., landlord responsibilities
Spanish Creek CG	Campground	PNF	Good	May-Sept	PNF, MHRD	Pack in/Pack out, rental toilet campsite, paving
Massack Rest Area	Rest Area	CalTrans	Good	April-Oct	CalTrans, local	Garbage, toilet, lawn, picnic, paving
Park & Ride	Parking	CalTrans	Good	Year Round	CalTrans, local	No facilities/services, paving
Jackson Creek	Picnic Area	PNF	Poor	May-Nov	PNF, BRD	Pack in/Pack Out, picnic, toilet, signing
Portola Park	Picnic Area	PNF	Poor	April-Nov	PNF, BRD	Picnic, signing, Pack in/Pack Out, vandalism/litter problem
Beckwourth Cabin	Interpretive Site	Plumas Co.	Good	Closed	Plumas Co.	Historic Cabin, closed to public
Davis Rest Area	Rest Area	CalTrans	Excellent	April-Oct	CalTrans, local	Garbage, toilet, lawn, picnic, trail, interp. site, signing, paving
Beckwourth NH Trail	National Historic	PNF	N/A *	June-Sept	PNF, OCTA, Plumas Corp.	Brochure, signing, historic trail markers

MHRD - Mount Hough Ranger District.
BRD - Beckwourth Ranger District.
Local maintenance station - California Department of Transportation.
Local @ Rodgers Flat - Pacific Gas and Electric.
OCTA - Oregon California Trails Association.

Feather River Scenic Byway

Implementation Strategy

Desired Future Condition

Introduction

This section describes the desired future condition for the Feather River Scenic Byway and the associated programs and activities. It is organized in the same manner as the previous section (Existing Condition) and includes the following factors:

- Physical Setting - includes information on the Physical Description of Route, Natural Resources, Recreation Facilities, and Information and Education.

- Social Setting - includes information on the Communities, Land Ownership, Recreation Use, Patterns, and Seasons, and Marketing.

- Managerial Setting - includes information on other Scenic Byways, Land Management Plan Direction, Partnerships, Management, Operations, Maintenance Jurisdictions, Public Safety, Economic Considerations, and Maintenance.

Physical Description

Description of the route

There are no expected changes in the route. The desired future condition is that the existing route for the Feather River Scenic Byway will remain the same, a 126 mile route along California State Highway 70. Appendix A, Feather River Scenic Byway Map, shows the entire route and associated facilities.

Natural Resources

Travelers along the Feather River Scenic Byway will have several choices of interpretive methods available to them in order to gain a better knowledge and understanding of the natural resources found along the route. Visitors will have the opportunity to understand the interrelationship of natural resources, local economies, communities, and cultural values.

Visitors will have the opportunity to learn about the role the Forest Service plays in the management of these natural resources.

Recreation Facilities

There will continue to be a number of recreation facilities located along the Feather River Scenic Byway. These facilities are owned and operated by many different partners, including the Plumas National Forest, Pacific Gas and Electric, and California Department of Transportation (CalTrans). When improvements are planned at existing facilities, partners will work together to insure a well coordinated effort, resulting in a facility which better meets the needs of modern visitors along the Feather River Scenic Byway.

Emphasis will be placed on taking care of the existing facilities rather than on constructing new facilities. Proposed developments will be carefully evaluated by the proponent and the other partners along the Feather River Scenic Byway. Partners will work together to assess visitor needs and whether a new facility is the best option. When a decision is made to construct a new facility, all partners will be involved in the conceptual plans and design phase of the project.

Recreation facilities will be in excellent condition and well maintained. Opportunities for accomplishing operation and maintenance of recreation facilities through the use of partnerships, volunteers, Adopt-a-Facility programs, and concessionaires, will be explored and utilized where appropriate.

Accessibility surveys will be completed for all developed recreation facilities and associated interpretive components along the Feather River Scenic Byway. All recreation facilities and programs will meet current accessibility standards as defined in the Americans with Disabilities Act. Universal Access design techniques will be used when planning improvements to existing facilities, and during the planning and design of new facilities.

Recreation facilities will meet modern visitor needs and desires. Periodic monitoring of visitors needs and desires will be conducted to determine visitor satisfaction with existing facilities and programs. Partnerships will be utilized to accomplish monitoring of visitor satisfaction.

All recreation facilities on the Feather River Scenic Byway will have a visible interpretive component. Partners will work together to insure that interpretive materials are well planned, relate to a defined theme, are high quality, and well maintained. As existing facilities are improved, emphasis will be placed on adding interpretive components, as identified in the Implementation Strategy. Partners will work together to plan and implement interpretive components.

The Plumas National Forest will work closely with partners, to fully utilize the available information and interpretive structures (kiosks and gazebos) at existing recreation facilities. The Plumas National Forest will insure that these interpretive structures are used, and that the materials are high quality and well maintained. The Plumas National Forest will strive to maintain a visible National Forest Service presence along the Feather River Scenic Byway.

Information and Education

The Feather River Scenic Byway will provide the structure for the interpretive programs and materials (displays at recreation facilities, audio tape, brochures, etc.) to enhance the visitors experience and knowledge. Through various interpretive components the visitor will gain a greater appreciation for the scenic, historic, cultural, and natural resources on the Plumas National Forest. The visitor will gain an understanding of National Forest Service programs, Multiple Use, and Ecosystem Management philosophies. All partners will utilize interpretive components to help tell their story, and how it relates to the overall interpretive theme for the Byway. Interpretive components will direct visitors to additional attractions located within communities along the Feather River Scenic Byway, where they can find additional information, related activities, or needed services. These Community - National Forest connections will be the foundation of fruitful partnerships, benefiting visitors and partners.

Publications - Accurate, high quality interpretive materials (informational and interpretive brochures, audio tape, maps, etc.) will be readily available to the public. The Plumas National Forest Visitor Map will accurately portray the Feather River Scenic Byway, the associated recreation facilities, and interpretive components available to the visitor. Partnerships between other National Forests and Feather River Scenic Byway partners (including local and State Agencies, private businesses, and others) will be used to develop, produce, and distribute interpretive materials.

Signing - Signing along the Feather River Scenic Byway will identify the association with the National Forest Scenic Byway program. The National Forest Scenic Byway Logo signing will be located along the entire route, be visible, and well maintained. The Plumas National Forest boundary signs will meet Forest Service Sign standards and will be well maintained. Interpretive signing at the developed recreation facilities will be visible, well located, and easily understood. Roadside signing, associated with the interpretive components (auto tour brochure, audio tape, math par course, Watchable Wildlife Program, etc.) will be visible, well located, and easily understood. All signing along the Byway will comply with Forest Service standards.

Local communities may use the Tourist Orientated Signing (TOS) program to assist visitors in locating needed services. The local Chambers of Commerce or Plumas County Visitors Bureau will manage and fund the TOS program.

Interpretive Materials - Existing recreation facilities will serve as the major interpretive sites along the Feather River Scenic Byway. It is recognized that improving the quality of interpretive displays, messages, and amenities at existing facilities is more cost effective than adding additional facilities along the route. As facilities are improved, high quality interpretive components will be added. Each facility will have a

well defined interpretive theme and all interpretive components relate to that theme, and interrelate to the central theme along the Byway.

Social Setting

The Communities

The Feather River Scenic Byway passes through many small communities and towns, linking together the people and natural resources found on National Forest System lands. The Byway is an ideal focal point for rural tourism development. In the desired future condition, many Community - National Forest connections will be evident. Printed materials, brochures, maps, and interpretive components along the Byway will refer visitors to attractions and services in nearby communities. Information at visitor attractions will refer visitors to interpretive sites along the Byway. Attractions along the Byway will be well identified and woven into the informational and interpretive materials.

The Feather River Scenic Byway will serve as a venue for activities such as bike races, road rallies, living history demonstrations, fall drives, California Sesquicentennial Celebration Activities, and annual "Feather River Days" events.

High quality accessible services will be available within the communities along the Byway. Information about services will be included within informational and interpretive materials. The communities may utilize the TOS program to assist visitors in finding needed services.

Land Ownership

Land ownership along the Feather River Scenic Byway is varied and includes National Forest System lands, Pacific Gas and Electric, State of California, and many other private owners. Land line survey and boundary posting will continue along the Byway, as needed.

Recreation Use, Patterns, and Seasons

Highway 70, the Feather River Scenic Byway, serves as a main transportation corridor, for local, commercial, and recreation related traffic and also serves as a main route across the Sierra Nevada Mountain Range. Additionally, the corridor serves as a Union Pacific Railroad Mainline and a hydroelectric power transportation corridor.

Partners (including the Plumas National Forest, CalTrans, Pacific Gas and Electric, Plumas County Visitors Bureau, local Chambers of Commerce, and others) will utilize current monitoring techniques to monitor visitor use associated with developed recreation facilities and interpretive components developed along the Byway.

Traffic patterns and volumes will continue to be monitored by the California Department of Transportation (CalTrans) and reported to partners.

The Plumas National Forest will continue to measure and report forest wide Recreation Visitor Days (RVD = one person engaging in activity for 12 hour period) and Recreation Visits, related to the Feather River Scenic Byway.

Occasional vandalism is likely to continue to be a management concern at facilities along the Feather River Scenic Byway. Facilities will be well maintained and evidence of vandalism will be repaired quickly so as not to encourage additional vandalism or household dumping.

Trail head facilities along the Feather River Scenic Byway will be well signed, offer safe and adequate parking, and the associated trails are well maintained. Interpretive trails will be well designed, accessible, and well maintained.

Recreation Opportunity Spectrum

The Recreation Opportunity Spectrum Classes (ROS) represented along the Feather River Scenic Byway will continue to be *Roaded Natural* and *Rural*. The level and type of use received at facilities along the Byway will be monitored to insure it is consistent with the associated ROS Class identified for each facility.

Marketing

Partners will conduct formal market surveys along the Feather River Scenic Byway to measure the consequence of current marketing methods and to look for additional opportunities to market the area more effectively.

Marketing of National Forest Scenic Byways, California Scenic Highways, and Back County Byways in Northern California will be accomplished across National Forest, Agency, and organizational boundaries, to gain greater exposure and recognition. Information on the Feather River Scenic Byway will be readily available at local Chambers of Commerce, National Forests, cooperating organizations, agencies, and businesses. The Feather River Scenic Byway will be featured in books, magazines, and other media. Local marketing organizations, such as the Plumas County Visitors Bureau and Shasta - Cascade Wonderland, will cooperate with the Plumas National Forest to market the Feather River Scenic Byway, and other Scenic Drives in Northern California, effectively and appropriately.

Managerial Setting

Other Scenic Byways

The desired future condition includes the designation of an additional National Forest Scenic Byway on the Plumas National Forest, Highway 89. Highway 89, north and south of the Feather River Scenic Byway, will provide a needed link between the Lassen, Plumas, and Tahoe National Forest Scenic Byway programs, offering several loop opportunities. Additional driving

loop opportunities, such as the Quincy - Oroville Highway and the Quincy - LaPorte Road may be potential designations to the National Forest Scenic Byway program.

Brochures will be developed, through partnerships, across National Forest boundaries. Joint marketing ventures for Northern California Scenic Drives, including National Forest Scenic Byways (USDA Forest Service), California Scenic Highways (State of California), and Back Country Byways (Bureau of Land Management), will be utilized.

Land Management Plan Direction

The Plumas National Forest Land and Resource Management Plan (LMP), completed in 1988, will be amended to reflect management direction specifically for the Feather River Scenic Byway. The Feather River Scenic Byway will be treated as a separate Management Area, or Management Corridor, combining portions of the Flea Mountain (#1), Grizzly Dome (#2), French Creek (#3), North Fork (#19), Rich (#20), Grizzly Ridge (#23), Penman Peak (#32), Nelson Creek (#33), Dotta (#36), and Beckwourth (#38) management areas.

Partnerships

There are numerous partnership opportunities associated with the facilities and interpretive components along the Feather River Scenic Byway. These include Pacific Gas and Electric, Plumas National Forest, California Department of Transportation, Plumas Corporation, Plumas County Visitors Bureau, and others. Partnerships will be the foundation for the successful implementation of the Feather River Scenic Byway programs.

Management, Operations, and Maintenance Jurisdictions

The Plumas National Forest will continue to administer National Forest System lands related to the Feather River Scenic Byway in accordance with all Federal laws and Regulations. The California Department of Transportation will continue to be responsible for the maintenance of Highway 70. The Plumas National Forest will continue to authorize the State of California to operate and maintain Highway 70 under a variety of easements and special use permits, but there will be an ongoing effort to consolidate the authorizing documents when appropriate and as time allows.

Public Safety

Highway 70 will continue to be maintained as a two lane paved State Highway. CalTrans will continue to improve passing lanes and shoulders as funding allows. Safe turnouts will be available and associated with interpretive components along the Feather River Scenic Byway. Improvements to Highway 70 will be coordinated across organizational boundaries, with all partners working together to take full advantage of these opportunities. Partners agree that the key to a successful Scenic Byway is a well maintained route. CalTrans will continue to maintain Highway 70, assuring a safe and enjoyable route for the driving public.

Law Enforcement along the Feather River Scenic Byway will continue to be provided by the California Highway Patrol and County Sheriff Officers. Incidents which occur on National Forest Lands will continue to be investigated by Plumas National Forest Law Enforcement Officers. All law enforcement officers will continue to work cooperatively to enforce State, local, and Federal laws and regulations.

Economic Considerations

Opportunities to charge for developed recreation facilities and the interpretive components associated with the Feather River Scenic Byway will be considered, where appropriate. Alternative funding sources, such as grants and partnerships, will be utilized to accomplish improvements to existing facilities, and new construction. Partnerships and cooperative agreements will be utilized to facilitate additional services, interpretive and informational materials, and a broader base of support for the activities and components along the Byway.

Maintenance

Facilities will be well maintained and opportunities for partnerships, volunteers, and Adopt-a-Facility programs to accomplish maintenance will be utilized.

Feather River Scenic Byway

Implementation Strategy

Action Plan and Implementation Schedule

Introduction

This section is designed to present the action items necessary to achieve the desired future condition for the Feather River Scenic Byway. The information is presented in a table format and outlines the various implementation elements, priority, status in a given year, and an estimated cost for each. Cost estimates are just that, estimates, and not intended for use in budgeting or programing.

Action Plan and Implementation Schedule

Feather River Scenic Byway

Action Item	Priority	FY 1996	FY 1997	FY 1998	FY 1999	FY 2000	Out Year	Cost Est. ($)
Feather River Scenic Byway Signing								
• Coordinate with CalTrans	High	Complete						100.00
• Secure Funding & Partners	High	Start	----->-----	----->-----	----->-----	----->-----	----->-----	300.00
• Purchase & Install	High	Complete						6,000.00
• Maintenance	High	Ongoing	----->-----	----->-----	----->-----	----->-----	----->-----	1,000.00
Feather River Scenic Byway Dedication								
• Planning & Implementation	High	Start	Complete					2,000.00
• Annual Event	Medium			Start	----->-----	----->-----	----->-----	500.00
Feather River Scenic Byway Logo & Theme Development								
• Develop/Commission	High		Complete					4,000.00
LMP Amendment	High		Start	Complete				4,000.00
Brochure Development								
• Planning - All Brochures/Tape	High		Start	Complete				1,000.00
• Secure Funding & Partners	High	Start	----->-----	----->-----	----->-----	----->-----	----->-----	300.00
• Install Numbered Posts	Medium			Start	Complete			5,000.00
• Maintain numbered posts	Medium				Ongoing	----->-----	----->-----	500.00
• Auto Tour Brochure Development	Medium			Complete				10,000.00
• Math & Science Par Course Devel.	Medium			Start	Complete			10,000.00
Audio Tape Tour								
• Planning	Medium		Start	Complete				1,000.00
• Secure Funding & Partners	Medium	Start	----->-----	----->-----	----->-----	----->-----	----->-----	1,000.00
• Development	Medium				Start	Complete		20,000.00

Action Item	Priority	1996	1997	1998	1999	2000	Out Year	Cost Est. ($)
Radio Transmitters								
• Coordinate with CalTrans	High	Complete						200.00
• General Planning	Low		Start	Complete				1,000.00
• Secure Funding & Partners	High	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Purchase & Install	Low						Complete	500,000.00
• Maintain	High						Ongoing	1,000.00
Shady Rest Area								
• Improve PNF Presence	High	Complete						100.00
• Coordinate with PG&E	High	Complete						100.00
• Update Interpretive Materials	High		Complete					1,500.00
• Maintain PNF I&E Materials	High		Ongoing	----->---->	----->---->	----->---->	----->---->	500.00
• Plan & Design Improvements	Medium				Start	Complete		5,000.00
• Secure Funding & Partners	Medium	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Construct Improvements	Medium						Start	500,000.00
Belden Rest Area								
• Improve PNF Presence	High	Complete						100.00
• Coordinate with PG&E	High	Complete						100.00
• Update Interpretive Materials	High		Complete					1,500.00
• Maintain PNF I&E Materials	High		Ongoing	----->---->	----->---->	----->---->	----->---->	500.00
• Improve Trail Signing	High		Complete					500.00
• Plan & Design Improvements	Medium				Start	Complete		5,000.00
• Secure Funding & Partners	Medium	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Construct Improvements	Medium						Start	500,000.00
Rich Bar Interpretive Site								
• Coordinate with CalTrans	High	Complete						100.00
• Plan & Design Improvements	Low						Start	7,000.00
• Secure Funding & Partners	Low	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Construct Improvements	Low						Start	1,000,000.00

Action Item	Priority	1996	1997	1998	1999	2000	Out Year	Cost Est. ($)
Massack Rest Area								
• Coordinate with CalTrans	High	Complete						100.00
• Improve PNF Presence	High	Complete						100.00
• Improve Local Co. Presence	High	Complete						100.00
• Maintain I&E Materials	High	Ongoing	----->---->	----->---->	----->---->	----->---->	----->---->	500.00
• Construct Interpretive Panel	Low			Complete				500.00
Beckwourth Park & Ride								
• Coordinate with CalTrans	High	Complete						200.00
• Secure Funding & Partners	Low	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Plan & Design Improvements	Low						Start	5,000.00
• Construct Improvements	Low						Start	500,000.00
Jackson Creek Picnic Area								
• Maintain I&E Materials	Medium	Ongoing	----->---->	----->---->	----->---->	----->---->	----->---->	100.00
• Sign Facility on Highway	Medium		Complete					1,500.00
• Secure Funding & Partners	Low	Start	----->---->	----->---->	----->---->	----->---->	----->---->	200.00
• Plan & Design Trail Improvements	Low						Start	3,500.00
• Construct Trail Improvements	Low						Start	25,000.00
Portola Park								
• Secure Funding & Partners	Medium	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Solve Use & Mgmt. Concerns	Medium	Ongoing	----->---->	----->---->	----->---->	----->---->	----->---->	2,000.00
• Construct Interpretive Panel	Low						Start	2,000.00
• Sign Facility on Highway	Low						Complete	1,000.00
Davis Rest Area								
• Coordinate with CalTrans	High	Complete						200.00
• Maintain I&E Materials	High	Ongoing	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Plan & Design Improvements	Medium				Start	Complete		7,000.00
• Secure Funding & Partners	Medium	Start	----->---->	----->---->	----->---->	----->---->	----->---->	1,000.00
• Construct Improvements	Medium						Start	1,000,000.00
Additional Byways								
• Hwy. 89 Designation	Low						Start	3,000.00
• Hwy. 89 Implementation Strategy	Low						Start	5,000.00

Action Item	Priority	1996	1997	1998	1999	2000	Out Year	Cost Est. ($)
• Quincy - Oroville Designation	Low						Start	3,000.00
• Quincy - LaPorte Designation	Low						Start	3,000.00
Accessibility Surveys	High	Ongoing	----->---->	Complete				2,000.00
Monitoring								
• Visitor Comment Cards	Medium		Start	----->---->	----->---->	----->---->	----->---->	1,000.00
• CalTrans - Traffic Patterns	Medium	On Going	----->---->	----->---->	----->---->	----->---->	----->---->	2,000.00
• USDA - Recreation Use	Medium	On Going	----->---->	----->---->	----->---->	----->---->	----->---->	2,000.00
• Visitor Bureau Call Monitoring	Medium	On Going	----->---->	----->---->	----->---->	----->---->	----->---->	2,000.00
Marketing								
• Feather River Scenic Byway	High	Start	----->---->	----->---->	----->---->	----->---->	----->---->	3,000.00
• No. CA Byways	Low		Start	----->---->	----->---->	----->---->	----->---->	3,000.00
Tourist Orientated Signing	Low						Start	10,000.00

Feather River Scenic Byway

Implementation Strategy

Implementation Element Summaries

This section presents summaries for the various implementation elements presented in the Action Plan and Implementation Schedule, Section 3. The format is a two page form, outlining the Element, Location, Ownership, Existing Condition, Desired Future Condition, Operations and Maintenance, Accessibility, Interpretive Theme(s), Partners, Funding Sources, and Community - National Forest Connections.

This section is intended to be used as a place to start when implementing the action items identified in the Feather River Scenic Byway Implementation Strategy. The two page form can be given to a partner, group or employee as a place to start in the development of the element.

This section includes summaries for the following Feather River Scenic Byway Elements:

- Signing
- Dedication Ceremony
- Land Management Plan Amendment
- Auto Tour Brochure
- Math & Science Par Course
- Audio Tape Tour
- Radio Transmitters
- Shady Rest Area
- Belden Rest Area
- Rich Bar Interpretive Site
- Massack Rest Area
- Beckwourth Park and Ride
- Jackson Creek Picnic Area
- Portola Park
- Davis Rest Area

Feather River Scenic Byway
Implementation Element Summary

Element: Signing

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

National Forest Service Scenic Byway signing is owned by the USDA Forest Service.

Existing Condition:

There is currently no National Forest Service Scenic Byway signing along the Feather River Scenic Byway. The signs have been ordered and arrangements have been made for the California Department of Transportation (CalTrans) to install signs.

Desired Future Condition:

National Forest Service Scenic Byway signing is located along the entire length of the Feather River Scenic Byway. Signs are well placed, in numbers necessary to meet public need, without becoming intrusive, and well maintained. Visitors know and understand that the Feather River Scenic Byway is part of the National Forest Service Scenic Byway program.

Operations & Maintenance:

The Plumas National Forest will purchase initial and replacement signing. CalTrans will install signs as specified in the Memorandum of Understanding between these two agencies. CalTrans and the Plumas National Forest will work together to determine location and placement. Posts, if needed, will be supplied by CalTrans.

Accessibility:

The National Forest Service Scenic Byway signing along the Feather River Scenic Byway will be visible from a vehicle, sized appropriately for the posted speeds along Highway 70, and will meet current Universal Design standards and comply with the American's with Disabilities Act.

Interpretive Theme(s):

The National Forest Service Scenic Byway signing will convey the message that the Feather River Scenic Byway is a part of the National Forest Scenic Byway program.

Partners:

The existing partners for the purchase and installation of the National Forest Scenic Byway signs are the Plumas National Forest and CalTrans. There is an existing Memorandum of Understanding between these two agencies which specifies that the USDA Forest Service purchases signs and CalTrans provides posts and installs signs along State Highways.

Funding Sources:

The National Forest Scenic Byway signs have been purchased by the Plumas National Forest. Possible funding sources to help pay for the initial and future signs include the Plumas National Forest Interpretive Association, Federal recreation budget, and Transient Occupancy Tax funds.

Community - National Forest Connections:

There are no known Community - National Forest connections.

Feather River Scenic Byway
Implementation Element Summary

Element: Dedication Ceremony

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

Not applicable.

Existing Condition:

The Feather River Scenic Byway was designated by the Chief of the Forest Service in 1990. There has never been a dedication ceremony. A dedication ceremony and kick off celebration for the Feather River Scenic Byway is planned for October, 1997.

Desired Future Condition:

An information package, with map, calender of events, and pertinent information is available to participants. Future annual community events, sponsored by local Chambers of Commerce, or other organizations, are planned along the Feather River Scenic Byway.

Operations & Maintenance:

The planning and execution of the Feather River Scenic Byway Dedication will be accomplished by the Plumas National Forest, in partnership with many local and State agencies, community organizations, and local community volunteers. The annual community event will be sponsored by a local Chamber of Commerce, or other partner, in cooperation with the Plumas National Forest.

Accessibility:

Many of the events and activities surrounding the Feather River Scenic Byway dedication will meet Universal Design standards and comply with the American's with Disabilities Act.

Interpretive Theme(s):

The Feather River Scenic Byway Dedication, and associated events, will emphasize the interpretive themes which exist along the Feather River. The dedication will include a ribbon cutting ceremony, and a two day series of events in communities along the Feather River Scenic Byway. There will be a series of living history performances occurring along the Feather River Scenic Byway. These will potentially include, gold panning, horse logging, railroad logging, hydroelectric power generation, Jim Beckwourth living history presentation, early pioneers, early railroad history, Highway 70 construction history, etc.

A future annual event, like a bike race, old car rally, or "Feather River Days" celebration would use the Feather River Scenic Byway as the framework.

Partners:

There are many possible partners who would be interested in the planning and execution of the Feather River Scenic Byway dedication. Suggested partners include: Chico State University, Plumas County Visitors Bureau, Plumas Corporation, Plumas National Forest Interpretive Association, local Chambers of Commerce, Pacific Gas and Electric, Union Pacific Railroad, CalTrans, Plumas National Forest, Feather River College, and many interested community organizations, and local businesses.

Funding Sources:

Potential funding sources include: Federal funds, Plumas County Visitors Bureau, Plumas National Forest Interpretive Association, local service clubs, professional organizations, local Chambers of Commerce, Rural Economic Development grants, and local businesses.

Community - National Forest Connections:

There are many opportunities for facilitating Community - National Forest connections with the Feather River Scenic Byway dedication. Events occurring along the Feather River Scenic Byway can include references to attractions in local communities. Visitors at the gold panning stop can be directed to Plumas County Museum where they may find more information about the Gold Rush and Rich Bar. Visitors at the stop related to railroad history can be directed to the Portola Railroad Museum.

Feather River Scenic Byway
Implementation Element Summary

Element:

Land Management Plan Amendment

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

The Plumas National Forest Land and Resource Management Plan (LMP), completed in 1988, directs management activities for Forest Service System lands administered by the Plumas National Forest.

Existing Condition:

The LMP does not include management direction for the Feather River Scenic Byway.

Desired Future Condition:

The LMP is amended to include management direction which relates specifically to the Feather River Scenic Byway. The Feather River Scenic Byway is treated as a separate Management Area, or Management Corridor, including portions of the Flea Mountain (#1), Grizzly Dome (#2), French Creek (#3), North Fork (#19), Rich (#20), Grizzly Ridge (#23), Penman Peak (#32), Nelson Creek (#33), Dotta (#36), and Beckwourth (#38) Management Areas.

Operations & Maintenance:

The Plumas National Forest Recreation Staff is responsible for completing the amendment to the LMP.

Accessibility:

The LMP amendment will be accessible to all interested parties.

Interpretive Theme(s):

Not Applicable.

Partners:

Not Applicable.

Funding Sources:

Forest Service recreation funds.

Community - National Forest Connections:

There are opportunities for Community - National Forest connections to be formed in association with preparing the LMP amendment. This is one opportunity to set the stage for future partnerships and relationships. Potential partners who will assist in the implementation of the elements identified in the Feather River Scenic Byway Implementation Strategy will be involved in the LMP amendment. Any future developments and improvements will be included within the LMP amendment. This will be the opportunity for partners to comment on the future management of the Feather River Scenic Byway.

Feather River Scenic Byway
Implementation Element Summary

Element: Auto Tour Brochure

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

Brochure ownership will be maintained by the partner or partners that develop, publish and distribute it.

Existing Condition:

There is currently no Auto Tour Brochure for the Feather River Scenic Byway.

Desired Future Condition:

A high quality, well designed interpretive brochure is available for visitors. There are numbered posts, which correspond to the Auto Tour Brochure, located at safe pull outs along the route. The pull outs are undeveloped, often unpaved, but offer a good view of the interpretive component. The numbered posts are used by all of the planned interpretive brochures and audio tape, effectively reducing the total number of signs along the route.

Operations & Maintenance:

The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway. The California Department of Transportation (CalTrans) maintains Highway 70, and all physical improvements to the highway (signing, pull outs, guardrails, etc.) within the authorized right-of-way. Maintenance of the pull outs associated with the Auto Tour Brochure will be completed as specified in the partnership agreement(s). The brochure will be developed, printed, and reprinted, as specified in the partnership agreement(s). Signing associated with the Auto Tour Brochure will be purchased by the partners responsible for the development of the brochure. CalTrans will be responsible for sign installation, as specified in an existing Memorandum of Understanding.

Accessibility:

The Auto Tour Brochure will provide interpretive messages for all visitors to the Plumas National Forest. Universal Design measures, such as large type size, will be utilized to facilitate accessibility of interpretive messages. Distribution locations will be accessible and meet guidelines in the American's with Disabilities Act. Pull outs are unimproved and may not meet accessibility guidelines, but interpretive components will be visible from the visitor's automobile.

Interpretive Theme(s):

One of the best features of the Feather River Scenic Byway is the endless possibilities for interpretation. This is also a challenge, as the visitor could become overwhelmed with the volume of information. It is very important to have a well defined theme and that the Auto Tour Brochure tells a story. A suggested theme for the Auto Tour Brochure is "Feather River Country - A Trip Through Time". Because the visitor is using the Auto Tour Brochure, the emphasis will be on travel and transportation. The Auto Tour Brochure will link people and places together with the various methods of transportation through the Feather River Canyon and across the Sierra Nevada Mountain Range. Interpretive stops will relate to the physical features of transportation (railroad, highway, tunnels, trestles, rock walls, etc.) and why people wanted to be here (pioneers, exploration, Gold Rush, ranching, agriculture, hydroelectric power, timber, fishing, recreation, etc.). Natural history elements will be interspersed along the route and related to transportation (geology and the tunnels, fish and the railroad, botany/timber and the railroad and highway, etc.). Cultural and historical elements will be included, adding depth and color to the interpretive messages (Native American culture affected by transportation and the influx of pioneers and miners, Jim Beckwourth Cabin and Trading Post, Beckwourth National Historic Trail, Chinese labors, Forest Service presence and management, Ranchers, Dairy Farmers, etc.).

Partners:

There are many possible partners who would be interested in the development of the Auto Tour Brochure. Suggested partners include the Plumas National Forest, Plumas Corporation, Pacific Gas and Electric, CalTrans, Plumas County Visitors Bureau, local Chambers of Commerce, Plumas County Museum, and the many interested community members and local businesses.

Funding Sources:

Potential funding sources are numerous and include: grant funds (ISTEA and Rural Economic Development), Federal recreation funds, or by selling advertising space. The brochure could be a free item, or sold, to help defray future reprinting costs.

Community - National Forest Connections:

There are numerous opportunities for facilitating Community - National Forest connections with the Auto Tour Brochure. Interpretive stops relating to the railroad would direct visitors to the Portola Railroad Museum. Visitors to the Portola Railroad Museum would be directed to the Feather River Scenic Byway and the associated interpretive elements, such as the Auto Tour Brochure. The interpretive stop discussing the development of hydroelectric power in the Feather River Canyon would direct visitors to the Lake Oroville Visitor Center. The Lake Oroville Visitor Center would direct visitors to the Feather River Scenic Byway and the "Stairway of Power".

Element: Math & Science Par Course

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to Qunicy, California. The Math and Science Par Course would be developed for the Feather River Canyon.

Ownership:

The Math and Science Par Course will be maintained by the partner or partners that develop and distribute it.

Existing Condition:

There is currently no Math and Science Par Course for the Feather River Scenic Byway.

Desired Future Condition:

A well designed notebook style brochure which combines interpretive information with math and science problems. There are numbered posts, which correspond to the Math and Science Par Course notebook, located at safe pull outs along the route. The numbered posts are used for all of the planned interpretive brochures and audio tape, reducing the total number of signs along the route.

Operations & Maintenance:

The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway. The California Department of Transportation (CalTrans) maintains Highway 70, and all physical improvements to the highway (signing, pull outs, guardrails, etc.) within the authorized right-of-way. Maintenance of the pull outs associated with the Math and Science Par Course will be completed as specified in the partnership agreement(s). The Math and Science Par Course notebook will be developed, printed, and reprinted, as specified in the partnership agreement(s). Signing associated with the Math and Science Par Course will be purchased by the partners responsible for the development of the notebook. CalTrans will be responsible for sign installation, as specified in an existing Memorandum of Understanding.

Accessibility:

The Math and Science Par Course will provide an interpretive and educational experience for all visitors to the Plumas National Forest. Universal Design measures, such as large type size, will be utilized to facilitate accessibility of messages. Distribution locations will be accessible and meet guidelines in the American's with Disabilities Act. Pull outs are unimproved, and may not meet accessibility guidelines. Interpretive components will be visible from the visitor's vehicle.

Interpretive Theme(s):

The Feather River Scenic Byway has several features that distinguish it from all other Federally Designated Scenic Byways. Specifically, the Feather River Canyon and the human-made developments. No other National Forest Scenic Byway combines hydroelectric developments, highway, and railroad together in a narrow canyon to facilitate travel and the movement of water.

One way to interpret these developments is through the Math and Science Par Course. The notebook will consist of a series of math and science problems which families can solve together as they travel up or down the Feather River Canyon. Visitors would be asked to find the answers to such questions as, "How fast is the water traveling into the Belden Power Plant?" given the following information, or "Given the length, width, and height of the Elephant Butte tunnel, how many wheelbarrows full of rock did the laborers need to remove?".

Answers would be found in the back of the notebook. The notebook would contain hints on how to perform calculations, stories, historical antidotes, and other information related to the engineering feats located in the Feather River Canyon. This interpretive tool would be age appropriate (probably sixth grade level) but would be intended to be completed as a family.

Partners:

Potential partners include the Plumas National Forest, Plumas Corporation, Chico State University, Pacific Gas and Electric, Southern Pacific Railroad, Plumas Unified School District, Feather River College, Plumas National Forest Interpretive Association, CalTrans, Plumas County Visitors Bureau, local Chambers of Commerce, local community members, and local businesses.

Funding Sources:

Possible funding sources include grant funds (ISTEA and Rural Economic Development), Pacific Gas and Electric, Plumas National Forest Interpretive Association, private businesses, and the selling of advertising space.

Community - National Forest Connections:

There are numerous opportunities for facilitating Community - National Forest connections with the Math and Science Par Course. Many interpretive stops could direct the visitor to a place where they can find more information. For example, an interpretive stop relating to the railroad construction could direct the visitor to the Portola Railroad Museum. Visitors to the Portola Railroad Museum would be directed to the Feather River Scenic Byway and the Museum could even be a distribution point for the Math and Science Par Course. An interpretive stop, discussing the "Stairway of Power" could direct visitors to the Lake Oroville Visitors Center. Visitors to the Lake Oroville Visitors Center would be directed to the Feather River Scenic Byway, and could serve as a distribution point for the Math and Science Par Course. An interpretive stop at the Rush Creek Fish Ladder could refer visitors to the Feather River Wild Trout Hatchery.

Element: Audio Tape Tour

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

Audio tape ownership will be maintained by the partner or partners that develop and distribute it.

Existing Condition:

There is currently no audio tape for the Feather River Scenic Byway.

Desired Future Condition:

The Feather River Scenic Byway Audio Tape is a high quality, well designed interpretive tool. Visitors have the choice of purchasing two versions, the West - East Tour, or the East - West Tour, allowing the visitor to start from either end of the route. Both contain the same information and include a map. The Audio Tape Tour is designed to be stopped at several points so that the entire tour can fit on one, two hour long tape. There are numbered posts, which correspond to identified stops along the Audio Tape Tour. The numbered posts are the same ones which relate to the other interpretive brochures developed for the Feather River Scenic Byway. This effectively reduces the total number of signs along the route. There is some overlap of information on the Audio Tape Tour and other published interpretive brochures, however, the Audio Tape Tour presents the information in more depth and includes additional information on local communities and services.

Operations & Maintenance:

The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway. The California Department of Transportation (CalTrans) maintains Highway 70, and all physical improvements to the highway (signing, pull outs, guardrails, etc.) within the authorized right-of-way. Maintenance of the pullouts associated with the Audio Tape Tour will be completed as specified in the partnership agreement(s).

The Audio Tape Tour will be developed, produced, printed, and reprinted, as specified in the partnership agreement(s). Signing associated with the Audio Tape Tour will be purchased by the partners responsible for the development of the interpretive element. CalTrans will be responsible for sign installation, as specified in an existing Memorandum of Understanding.

Accessibility:

The Audio Tape Tour will provide interpretive messages for all visitors to the Plumas National Forest. Universal Design standards will be used and this interpretive element will meet guidelines in the American's with Disabilities Act. Pull outs are unimproved and may not meet accessibility guidelines, but interpretive components will be visible from the visitor's vehicle.

Interpretive Theme(s):

One of the best features of the Feather River Scenic Byway is the endless possibilities for interpretation. This is also a challenge, as the visitor could become overwhelmed with the volume of information. It is very important to have a well defined theme to insure that the Audio Tape Tour tells a story. A suggested theme for the Audio Tape Tour is "The Feather River - An abundance of Resources". Interpretive stops along the Feather River Scenic Byway will interpret natural resources, cultural resources, and Forest Service Management, and relate to the overriding theme.

Partners:

There are many possible partners who would be interested in the development of the Audio Tape Tour. Suggested partners include: Plumas National Forest, Plumas Corporation, Pacific Gas and Electric, CalTrans, local Chambers of Commerce, Plumas County Visitors Bureau, Plumas County Museum, numerous community members, and local businesses.

Funding Sources:

Potential funding sources are numerous and include grant funds (ISTEA and Rural Economic Development), Federal recreation funds, and the selling of advertising space. The Audio Tape will be sold to help defray future reprinting costs. Because of the non profit, independent status, the Plumas National Forest Interpretive Association could be an invaluable asset in assisting in funding, developing, and distributing the Audio Tape Tour.

Community - National Forest Connections:

There are numerous opportunities for facilitating Community - National Forest connections with the Audio Tape Tour. For example, the interpretive stop relating to the railroad would direct visitors to the Portola Railroad Museum. Also, the Audio Tape Tour can include information about services and attractions located in the communities.

Element: Radio Transmitters

Location:

Feather River Scenic Byway, Highway 70, from junction with State Highway 191 to junction with Interstate Highway 395.

Ownership:

The Radio Transmitters will be owned by the partner or partners that purchase and maintain them, as defined in the associated partnership agreement(s).

Existing Condition:

There are currently no radio transmitters located in along the Feather River Scenic Byway.

Desired Future Condition:

Five programmable radio transmitters permanently installed along the Feather River Scenic Byway. Locations are associated with Pulga Bridges (railroad and highway construction, Feather River Scenic Byway information, Department of Fish and Game information, California Department of Transportation highway conditions, Pacific Gas and Electric information, etc.), Belden/Rich Bar (historic, mining, hydroelectric power, camping and recreation information, etc.), Quincy (attractions, community events, nearby recreation, Plumas County Fair, history, etc.), Portola (attractions, community events, Railroad Days, nearby recreation, etc.), and Sierra Valley (Beckwourth Cabin, Beckwourth National Historic Trail, nearby recreation, Watchable Wildlife, etc.). Messages change to keep pace with current events, road conditions, seasons (fall colors), and recreation facility closures. Signing along the Feather River Scenic Byway advises travelers to tune their radios to the appropriate station for information.

Operations & Maintenance:

The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway. The California Department of Transportation (CalTrans) maintains Highway 70, and all physical improvements to the highway (signing, pull outs, guardrails, etc.) within the authorized right-of-way. The radio transmitters will be maintained as specified in the formal partnership agreement(s). Signing associated with the Radio Transmitters will be purchased and maintained as specified in the partnership agreement(s). CalTrans will install signs, as specified in an existing Memorandum of Understanding.

Accessibility:

The radio transmitters will provide interpretive and visitor information, road condition information, and other important messages to all visitors to the Plumas National Forest.

Interpretive Theme(s):

The radio transmitters will communicate interpretive messages and recreation information for a short distance (five miles or less), immediately adjacent to the intended feature or facility. For example, when a visitor comes into range of the transmitter located near Beldon or Rich Bar, the message will tell the visitor about Pacific Gas and Electric hydroelectric developments in the Feather River Canyon, the Pacific Crest Trail Heads, Yellow Creek and Indian Creek Trail Heads, Belden Resort, Belden Rest Area, upcoming North Fork Campgrounds, Hallsted Campground, fall color, natural history, and the history of the Rich Bar site.

The radio transmitter message near the town of Quincy will tell of the nearby recreation opportunities at Bucks Lake, community events, attractions, Plumas County Museum, local history, where to go for visitor information, and available services in the community.

Partners:

Potential partners include the Plumas National Forest, Plumas Corporation, Plumas National Forest Interpretive Association, Pacific Gas and Electric, CalTrans, Plumas County Museum, Plumas Historical Society, California Department of Fish and Game, Plumas County Visitors Bureau, local Chambers of Commerce, local businesses, and community members.

Funding Sources:

Possible funding sources include grant funds (Rural Economic Development and ISTEA), Plumas County Transient Occupancy Tax funds, local businesses, and event organizers.

Community - National Forest Connections:

There are numerous opportunities for facilitating Community - National Forest connections with the Radio Transmitters. Messages will include information on many local attractions, events, and services. For example, interpretive information about the Rich Bar site will tell visitors to stop by the Plumas County Museum and learn more about historic Gold Mining in Plumas County. Another message, interpreting the California Zephyr and the Feather River Route will direct visitors to the Portola Railroad Museum.

Element: Shady Rest Area

Location:

Highway 70, 45.4 miles west of Quincy, California.

Ownership:

Pacific Gas and Electric (PG&E). Developed under a FERC license for the Rock Creek Cresta Power Plant. FERC license expired in 1982, currently authorized under an annual license while undergoing relicensing.

Existing Condition:

Currently a developed rest area with 12 automobile parking spots (one accessible), one unisex vault toilet building with two seats (one accessible). The picnic area has four picnic tables and grills located to the east of the toilet building on a shaded grassy site, none are accessible. This facility receives heavy use during the summer months, moderate to light use during the rest of the year. A gazebo, intended to be the Forest Service interpretive site, is located to the west of the toilet. The gazebo contains benches and a three panel interpretive board. The interpretive display is dated, and poorly maintained. There are no posters, information, or signing currently posted on the interpretive board. There is a lack of USDA Forest Service presence at this facility. The PG&E interpretive material consists of one sign identifying the related hydroelectric project. There are no interpretive messages explaining hydroelectric power generation, or PG&E's role in the Feather River Canyon. There are no interpretive messages relating to natural or cultural resources present along the Feather River Scenic Byway. There is no identifiable interpretive theme at this facility.

Desired Future Condition:

A well maintained rest area which fully utilizes Universal Design techniques. In addition to the 12 automobile parking spots there are an additional five long (suitable for recreational vehicles and trailers) parking spots located to the west of the Forest Service interpretive gazebo. The fully accessible vault toilet building has a four seat capacity. The picnic area includes an accessible picnic site, with grill. The Forest Service interpretive gazebo is well maintained, with modern interpretive materials and current visitor information. A one-half mile, self guided interpretive trail, is located across the highway on National Forest System lands. There is an interpretive sign, which explains PG&E's presence and role along the Feather River Scenic Byway, and also identifies the facility and who maintains it. Both the Plumas National Forest and PG&E are well identified at this facility.

Operations & Maintenance:

The facility is owned, operated, and maintained by PG&E. The Plumas National Forest administers National Forest System lands adjacent to the Shady Rest Area. The Plumas National Forest maintains the interpretive materials at the gazebo.

Accessibility:

The facility does not meet current standards as defined in the American's with Disabilities Act. The toilet, picnic area, and parking area will require modifications to bring the Shady Rest Area into compliance.

Interpretive Theme(s):

The interpretive theme for the Shady Rest Area should be one of management. Interpretive messages should relate to the Plumas National Forest, resource programs, and ecosystem management. The PG&E interpretive information should relate to the facility and their management (PG&E should tell their story at the Belden Rest Area). The self guided nature trail, proposed for across the road, will contain a series of interpretive panels and relate to the natural history of the Plumas National Forest.

Partners:

The Plumas National Forest and PG&E are partners in providing quality visitor services and information at the Shady Rest Area. Other possible partners are Plumas National Forest Interpretive Association, Plumas Corporation, local Chambers of Commerce, California Department of Transportation, local community members, and local businesses.

Funding Sources:

Potential funding sources include PG&E, grant funds (ISTEA, Rural Economic Development), and Federal recreation funds (interpretive materials and trail).

Community - National Forest Connections

There are no known Community National Forest Connections.

Element: Belden Rest Area

Location:

Highway 70, 29 miles west of Quincy, California.

Ownership:

Pacific Gas and Electric (PG&E). Developed under a FERC license for the Belden Power Plant. FERC License expires in 2004.

Existing Condition:

Currently a developed rest area with 15 automobile parking spots (one accessible), a unisex vault toilet building with two seats (one accessible). Half of the parking spots are covered with a large pile of gravel. The picnic area is located on a hill, above the parking area, and is not accessible. There are four picnic tables, with grills. The main interpretive element is the Eby Stamp Mill. A large wooden structure houses the Eby Stamp Mill, and an interpretive sign explains the feature. There is an interpretive sign in front of the toilet building, which discusses the construction on Highway 70. The rest area serves as a trail head for the Pacific Crest Trail (northern direction), the Yellow Creek Trail, and the Indian Creek Trail. The Pacific Crest Trail is well signed, the signing for the other two trail heads is less visible. A gazebo, intended to be the Forest Service interpretive site, is located to the east of the toilet, along the Yellow Creek Trail. This structure is barely visible from the toilet building or parking area, the public is largely unaware of its existence. The gazebo contains benches and a three panel interpretive board. There are no posters, information, or signing currently posted on the interpretive board. There is a lack of USDA Forest Service presence at this facility. There are no interpretive messages relating to natural history resources at this facility. PG&E's presence is well represented at this facility because the Belden Power House is located adjacent to the rest area. There are signs identifying the facility, but no interpretive messages explaining hydroelectric power generation, or PG&E's role in the Feather River Canyon.

Desired Future Condition:

A well maintained rest area which fully utilizes Universal Design techniques. In addition to the 12 automobile parking spots there are three long (suitable for recreational vehicle) parking spots (one accessible). The fully accessible vault toilet building has a four seat capacity. In addition to the picnic area located on the hill there is an additional accessible picnic area with two tables, located on the grassy site at the western end of the parking area. The Forest Service gazebo is well signed, fully visible from the parking area, and well maintained. Interpretive and informational materials are present and well maintained. The interpretive theme at this location is well defined. This is the location where PG&E tells its story, beginning with the presence of the Belden Power House. Interpretive panels explain the presence of PG&E in the Feather River Canyon, and the "Stairway of Power"

Operations & Maintenance:

The facility is owned, operated, and maintained by PG&E. The Belden Power House is located adjacent to the Belden Rest Area. Pacific Gas and Electric employees are present at the Power House and daily maintain the Belden Rest Area.

Accessibility:

The facility does not meet current standards as defined in the American's with Disabilities Act. The toilet, picnic area, and parking area will require modifications to bring the Belden Rest Area into compliance.

Interpretive Theme(s):

This facility is a prime location for an emphasis theme of hydroelectric power generation. This is the location for PG&E to tell their story. The suggested interpretive theme for the Belden Rest Area is the "Stairway of Power". A series of interpretive panels, explaining the hydroelectric development from Lake Almanor to Lake Oroville, a diagram of the interior of the Belden Power House explaining how hydroelectric power generation works, and some facts relating the amount of power generated at the Belden Power House and the total power generated in the "Stairway of Power". The Forest Service should discuss the roles that the agency and FERC play in the process of hydroelectric power generation. The Eby Stamp Mill should be relocated to the Rich Bar Interpretive Site, where the interpretive theme of mining is emphasized.

Partners:

The Plumas National Forest and PG&E are partners in providing quality visitor services and information at the Belden Rest Area. Other possible partners are the Plumas National Forest Interpretive Association, Plumas Corporation, Plumas County Visitors Bureau, local Chambers of Commerce, California Department of Transportation, local community members, and local businesses.

Funding Sources:

Potential funding sources include PG&E, grant funds (ISTEA and Rural Economic Development, etc.), and Federal recreation funds (interpretive materials). The facility is within the FERC license boundary for the Belden Power Plant, which expires in 2004. Improvements to the Belden Rest Area could be included as part of the relicense agreement.

Community - National Forest Connections:

The interpretive materials pertaining to the "Stairway of Power" can direct visitors to the Lake Oroville Visitors Center where they can see how the California Department of Water Resources is further using the Feather River for the benefit of all Californians. The Lake Oroville Visitors Center will direct visitors to the Feather River Scenic Byway, where they can see how PG&E is using the Feather River to generate power.

Element: Rich Bar Interpretive Site

Location:

Highway 70, 24.8 miles west of Quincy, California.

Ownership:

The site is on National Forest Service System Lands administered by the Plumas National Forest.

Existing Condition:

Currently an undeveloped interpretive site. There is a level dirt parking area overlooking the historic Rich Bar mining town. There is a historic marker located here, with a brief description of Rich Bar. There are turn lanes, in both directions, accessing this facility.

Desired Future Condition:

A fully developed interpretive site with interpretive panels and mining equipment. The Eby Stamp Mill is located at this site, along with hydraulic mining equipment, shaker table, and more. There is parking for 20 automobiles and recreational vehicles. A picnic area with five tables and grills is located at this site. A four seat vault toilet is located at this site. All facilities and interpretive components are fully accessible.

Operations & Maintenance:

The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway. The California Department of Transportation (CalTrans) maintains Highway 70, and all physical improvements to the highway (signing, pull outs, guardrails, etc.) within the authorized right-of-way. This facility is within the authorized right-of-way and CalTrans is responsible for maintenance unless otherwise agreed to. Future developments at this site will be operated and maintained as specified in the partnership agreement(s).

Accessibility:

The existing historic marker is visible from a vehicle and is accessible. Future developments will be fully accessible.

Interpretive Theme(s):

The suggested interpretive theme for this site is "The Gold Rush on the Feather River". Interpretive panels will include the history of Rich Bar and other mining communities along the Feather River, including personnel stories about the people who lived and work along the Feather River, the Native Americans, the pioneers, and the process of extracting gold from the rock. Transportation issues relating to the Gold Rush, how people and materials were transported, will also be included. Historic mining equipment, like the Eby Stamp Mill, a hydraulic mining monitor, sluice box, and more will be displayed at the site.

Partners:

Potential partners include CalTrans, the Plumas National Forest, Plumas Corporation, Plumas County Historical Society, Plumas County Museum, Rick Bar Mine, Plumas County Visitors Bureau, local Chambers of Commerce, Plumas National Forest Interpretive Association, Mt. Jura Rock and Mineral Society, local businesses, and community members.

Funding Sources:

Possible funding sources include grant funds (Rural Economic Development, ISTEA, etc.), National Forest recreation funds, CalTrans, PG&E, and local organizations.

Community - National Forest Connections

There are numerous opportunities for facilitating Community - National Forest Connections at the Rich Bar Interpretive Site. The current Rich Bar Mine owner offers a gold panning experience to the public. Information at the interpretive site could refer visitors to this opportunity. Interpretive materials at the Rich Bar Interpretive Site would direct visitors to the Plumas County Museum, where they can learn more about the Gold Rush in Plumas County.

Element: Massack Rest Area

Location:

Feather River Scenic Byway, Highway 70, six miles east of Quincy, California, and 25 miles east of Portola, California.

Ownership:

California Department of Transportation (CalTrans).

Existing Condition:

The existing facility is an extremely well developed rest area providing 11 automobile parking spots (two accessible), and an additional four long parking spots (suitable for recreational vehicles). The toilet building contains five flush toilets and two urinals (two accessible). There is a picnic area with six picnic tables, one is accessible. Drinking water is provided. The Massack Rest Area is open approximately April through October and is very well maintained. There is an interpretive and information board located in front of the toilet building. It contains California State recreation information unrelated to the local area. Brochures from the "Klamath and Modoc Country" are displayed. There is no USDA Forest Service presence at this facility. There are no interpretive materials relating to the natural or cultural resources which exist along the Feather River Scenic Byway.

Desired Future Condition:

The existing facility is a well maintained rest area providing picnic and toilet facilities. The information board located in front of the toilet building contains recreation information pertinent to the local area. An additional interpretive panel is located near the toilet building which includes information on the Plumas National Forest and Feather River Scenic Byway.

Operations & Maintenance:

The rest facility is owned, operated, and maintained by CalTrans. The facility is closed during the winter months, approximately November through March. The proposed interpretive signing will be developed and maintained by the Plumas National Forest.

Accessibility:

The Massack Rest Area is believed to be a fully accessible facility which meets current standards as defined in the American's with Disabilities Act.

Interpretive Theme(s):

Minimal interpretive messages are proposed for the Massack Rest Area and will consist of information about the Plumas National Forest and the Feather River Scenic Byway.

Partners:

The Plumas National Forest hopes to enter into a partnership with CalTrans in order to plan and construct an additional information panel. The Plumas National Forest may seek additional partners to assist in the development of the information panel. Potential partners include Plumas Corporation, Plumas National Forest Interpretive Association, local Chambers of Commerce, Plumas County Visitors Bureau, local businesses, and community members.

Funding Sources:

Potential funding sources include grants (Rural Economic Development, ISTEA, etc.), Transient Occupancy Tax funds, and Federal recreation funds.

Community - National Forest Connections:

There are no known Community - National Forest Connections associated with the Massack Rest Area. There may be some opportunities for the local Chambers of Commerce to display information about Plumas County.

Element: Beckwourth Park and Ride

Location:

Feather River Scenic Byway, Highway 70, 21.8 miles east of Quincy, California and 9.5 miles west of Portola, California at the junction with Highway 89 (south direction).

Ownership:

California Department of Transportation (CalTrans).

Existing Condition:

The existing facility includes a large paved parking area intended to be used with the State of California Park and Ride Program. This facility is currently under utilized for the intended purpose. There is a historic monument located at the entrance to the parking area, describing Jamison City, Eureka Mine and Mill, and Johnstown. There are no other interpretive or informational materials located at this facility.

Desired Future Condition:

The Beckwourth Park and Ride also serves as a staging area for a Mountain Bike trail, connecting the Feather River Inn, Portola, Jackson Creek Picnic Area, Middle Fork of the Feather Wild and Scenic River access points, and Graeagle areas together. This Mountain Bike trail connects with a series of other routes on National Forest System lands, CalTrans right-of-ways, and private lands, offering several day long rides. A vault toilet building is located at this facility.

Operations & Maintenance:

The Beckwourth Park and Ride is currently operated by CalTrans and is open year round. The proposed trail system will be maintained as specified in the partnership agreement(s).

Accessibility:

The Beckwourth Park and Ride consists of a open paved parking area, containing no barriers. The Johnsville Historic Monument can be viewed from a vehicle and is accessible. The proposed Mountain Bike trail system will not meet Universal Design standards.

Interpretive Theme(s):

The Beckwourth Park and Ride includes a historic monument detailing the Johnsville Peak and Eureka Mine site, visible from the parking area. There are no additional interpretive messages planned for the Beckwourth Park and Ride. There will be the standard information panel with information about the Plumas National Forest and the Feather River Scenic Byway.

Partners:

The Plumas National Forest hopes to enter into a partnership with CalTrans in order to facilitate the planning and implementation of the Mountain Bike Staging facility. The Plumas National Forest will work with many partners to accomplish the planning, design, and development of the Mountain Bike trails. Potential partners may include Plumas Corporation, Plumas National Forest Interpretive Association, CalTrans, Plumas County Visitors Bureau, local Chambers of Commerce, City of Portola, Friends of the Sierra Valley Natural History Museum, Feather River Inn, River Pines Resort, Elwell Lakes Lodge, Feather River Park Resort, Gold Lake Lodge, Graeagle Lodge, Greenhorn Guest Ranch, Layman Resort, Plumas Pines, local community members, and local businesses.

Funding Sources:

Potential funding sources include grants (Rural Economic Development, ISTEA, etc.), Federal recreation funds, and local community contributions.

Community - National Forest Connections:

There are no known Community - National Forest Connections associated with the Beckwourth Park and Ride. The existence of a Mountain Bike trail system in this area will add to the attractions located in the Eastern Plumas County area (Portola, Graeagle, Mohawk, and Blairsden) and communities and businesses will benefit.

Element: Jackson Creek Picnic Area

Location:

Feather River Scenic Byway, Highway 70, 17.5 miles east of Quincy, California, and 13.8 miles west of Portola, California.

Ownership:

USDA Forest Service System lands administered by the Plumas National Forest.

Existing Condition:

The Jackson Creek Picnic Area includes two concrete picnic tables, a two seat vault toilet building, Forest Service facility sign, and bulletin board. The water system is closed and does not meet current State water quality standards. The facility is in good condition, and well maintained. The information posted on the bulletin board is current and well maintained. The facility is also used as a Off Highway Vehicle (OHV) trail head, accessing summer route #61. OHV information is posted, and there is a registration box located in front of the toilet building. The 0.4 mile long Jackson Creek Trail begins here, crosses under Highway 70 through a culvert, and ends at the Middle Fork of the Feather Wild and Scenic River. There are no signs on the Feather River Scenic Byway for the Jackson Creek Picnic Area or the Jackson Creek Trail. There is no way for the public to know that there is a picnic area at this location unless they have a Plumas National Forest Visitors Map. The Plumas National Forest Land and Resource Management Plan directs the removal of the Jackson Creek Picnic Area when a major expenditure of funds is required, but to maintain the Jackson Creek Trail Head.

Desired Future Condition:

The Jackson Creek Trail Head facility provides hiking access to the Middle Fork of the Feather Wild and Scenic River. The trail head is well signed, providing visitors with information on the location. The Jackson Creek Trail is a one mile long loop trail, accessing the Middle Fork of the Feather Wild and Scenic River. The trail head and trail are well maintained. The Jackson Creek Trail Head also serves the OHV public, accessing summer route #61, and providing current OHV related information. There are two picnic tables and a two seat vault toilet building at the trail head. No other amenities are provided.

Operations & Maintenance:

The Jackson Creek Picnic Area is maintained by the Plumas National Forest.

Accessibility:

The facilities at the Jackson Creek Picnic Area are not accessible and do not meet current standards as defined in the American's with Disabilities Act.

Interpretive Theme(s):

There are no interpretive developments planned for the Jackson Creek Trail Head. The existing bulletin board will continue to be used for posting general information.

Partners:

The Plumas National Forest hopes to enter into a partnership with interested parties to assist in the operation and maintenance of the Jackson Creek facility. This facility may be managed in the future by a volunteer group or included in one of the Plumas National Forest concessionaire permits.

The Plumas National Forest will be looking for partners to accomplish the additional trail construction. Potential partners include Plumas Corporation, Plumas National Forest Interpretive Association, and local organizations.

Funding Sources:

Potential funding sources for the additional trail construction include grant funds (Rural Economic Development, ISTEA, etc.), Forest Service recreation funds, volunteer labor, and donations. The operation and maintenance costs associated with the Jackson Creek Trail Head may be included in a future Off Highway Vehicle grant.

Community - National Forest Connections:

There are no known Community - National Forest Connections.

Element: Portola Park

Location:

Feather River Scenic Byway, Highway 70, 32.5 miles east of Quincy, California, and 1.2 miles east of Portola, California.

Ownership:

USDA Forest Service System lands administered by the Plumas National Forest.

Existing Condition:

Portola Park is a minimally developed day use facility located alongside the Middle Fork of the Feather Wild and Scenic River. There are several picnic tables and a bulletin board. No other facilities or amenities are located at this site. There is no sign on the Feather River Scenic Byway notifying the public of this facility. This facility is used by local residents of Portola and is a popular party location for local kids. There has been a historic problems with the dumping of household trash and the type of use received at this facility.

Desired Future Condition:

Portola Park is a clean, well maintained, day use facility and access point for the Middle Fork of the Feather Wild and Scenic River. There are picnic tables and an information board at this site. There is also an interpretive panel conveying information about the Middle Fork of the Feather Wild and Scenic River. The facility is connected to the bike trail, constructed by the City of Portola.

Operations & Maintenance:

Portola Park is maintained by the Plumas National Forest.

Accessibility:

The facilities at the Portola Park are not accessible and do not meet current standards as defined in the American's with Disabilities Act.

Interpretive Theme(s):

Minimal interpretive components are proposed for Portola Park. A single interpretive panel display with information about the Wild and Scenic River designation and specific information about the Middle Fork of the Feather Wild and Scenic River.

Partners:

The Plumas National Forest hopes to enter into a partnership with interested parties to assist in the operation and maintenance of the Portola Park facility. This facility may be managed in the future by a volunteer group, or included in one of the Plumas National Forest concessionaire permits.

Funding Sources:

Current funding source for the operation and maintenance of Portola Park is Federal recreation funds. Future funding sources could include volunteers, City of Portola, local organizations, local community members, or volunteers.

Community - National Forest Connections:

There are numerous opportunities to work together with the City of Portola and local community organizations to improve the appearance and future use patterns at Portola Park.

Element: Davis Rest Area

Location:

Feather River Scenic Byway, Highway 70, 34.7 miles east of Quincy, California and 3.4 miles east of Portola, California.

Ownership:

California Department of Transportation (CalTrans).

Existing Condition:

The existing facility is an extremely well developed rest area providing 19 automobile parking spots (one accessible), and an additional nine long parking spots (suitable for recreational vehicles). The toilet building contains five flush toilets (two accessible) and two urinals. There is a covered shade structure with two picnic tables. A short trail travels uphill, leading to a historic marker, three benches, and a beautiful view of Sierra Valley. An information panel is located to the east of the toilet building and is used by the Plumas National Forest. The display is currently absent, and being repaired. An additional interpretive panel is located in front of the toilet building, and describes the Rameli Ranch land exchange. The facility is in excellent condition. There are no interpretive panels relating to the Beckwourth National Historic Trail, which passes directly below the facility, or relating to the Watchable Wildlife potential in the wetlands below the facility. There is a grazing allotment located in the Rameli Ranch area, below the Davis Rest Area.

Desired Future Condition:

This facility is an extremely well maintained rest area and trail head, providing picnic and toilet facilities. The Plumas National Forest information panels are in good condition and well maintained. There is a two-mile long, self guided nature trail leaving from the Davis Rest Area, continuing along the Beckwourth National Historic Trail, to the Middle Fork of the Feather Wild and Scenic River, then returning back to the Davis Rest Area. There is a side trail which takes goes to the Beckwourth Cabin. This trail also ties in with the proposed Sierra Valley Natural History Museum, when constructed. This interpretive trail incorporates Watchable Wildlife, a National Historic Trail, the Jim Beckwourth Cabin, and natural history into the interpretive messages. Portions of the trail are constructed boardwalks over the wetlands associated with the Middle Fork of the Feather Wild and Scenic River. The trail is fully accessible. Fencing is used to separate the public from the existing grazing allotment.

Operations & Maintenance:

The rest facility is owned, operated, and maintained by CalTrans. The facility is closed during the winter months, approximately November through March. The information panel is maintained by the Plumas National Forest. The existing and proposed interpretive panels located at the Davis Rest Area are maintained by the Plumas National Forest. The Plumas National Forest administers National Forest System lands associated with the Feather River Scenic Byway, including those adjacent to the Davis Rest Area. The proposed self guided trail, boardwalk, interpretive panels, etc. will be maintained by partner(s), as specified in the partnership agreement(s).

Accessibility:

The Davis Rest Area is believed to be a fully accessible facility which meets current standards as defined in the American's with Disabilities Act. Future developments related to this facility will be fully accessible.

Interpretive Theme(s):

The Davis Rest Area will serve as the ideal staging area for a self guided interpretive trail, emphasizing Watchable Wildlife, riparian habitat, cultural and natural resources. The trail would connect the Jim Beckwourth Cabin, Beckwourth National Historic Trail, Rameli Ranch wetlands, Middle Fork of the Feather Wild and Scenic River, and the Davis Rest Area. Interpretive panels will provide information on the cultural, historic, and natural resources along the trail. The interpretive trail will also access the proposed Sierra Natural History Museum, which will likely be located near the Davis Rest Area.

Partners:

The Plumas National Forest hopes to enter into a partnership with CalTrans in order to plan and construct the additional interpretive panels at the Davis Rest Area. The Plumas National Forest will seek additional partners in the planning, development, operation, and maintenance of the proposed interpretive trail. Potential partners include Plumas Corporation, Plumas National Forest Interpretive Association, CalTrans, local Chambers of Commerce, Plumas County Visitors Bureau, City of Portola, Friends of the Sierra Valley Natural History Museum, Plumas County Museum, Oregon - California Trails Association, local community members, Audubon Society, and local businesses.

Funding Sources:

Potential funding sources include grants (Rural Economic Development Grants, ISTEA, etc.), Federal recreation funds, CalTrans, Plumas National Forest Interpretive Association, Fiends of the Natural History Museum, and the Audubon Society.

Community - National Forest Connections:

There are numerous opportunities for facilitating Community - National Forest Connections at the Davis Rest Area. One example is that the interpretive materials located along the self guided trail relating to the history of the Sierra Valley and Beckwourth Trail can direct visitors to the Plumas County Museum.

Feather River Scenic Byway

Implementation Strategy

Partnerships

Introduction

Partnerships are extremely important to the successful completion of the Feather River Scenic Byway Implementation Strategy and cooperation among the various owners of facilities along the Byway is critical. Partnerships will enable owners of facilities along the Byway to pool resources (financial, planning, development, marketing, and interpretive expertise) to provide visitors a high quality recreation experience.

During the development of Feather River Scenic Byway Implementation Strategy contacts were made with owners of facilities and other potential partners. No commitments were solicited or made at this stage of the process. The Implementation Strategy only identifies potential partners, areas of interest and expertise, and possible contributions. Formal partnership agreements will come later, during the implementation phase of each project.

Following is a discussion of the potential partners, areas of interest and expertise, and types of contributions. There is also a list of partners and other contacts in Appendix E, Key Contact List.

California State Automobile Association (CSAA) -

This organization is experienced in the marketing and distribution of visitor information. It publishes a magazine entitled "Motorland" which highlights visitor destinations and provides a calender of events for California. Upcoming issues of "Motorland" will include information about implementation elements on the Byway.

California State Department of Parks and Recreation -

This State agency collects, studies and publishes statewide recreation use data and visitor preferences. This agency also collects data on economic indicators relating to recreation activities. This information is an important tool when planning recreation developments, accessing visitor satisfaction, and measuring the effectiveness of marketing. This type of data is also important when soliciting partners and financial support.

California State Department of Transportation (CalTrans) -

This agency is already an important partner on the Feather River Scenic Byway, operating and maintaining the Beckwourth Park and Ride, Massack Rest Area, and Davis Rest Area. There is an existing Memorandum of Understanding between CalTrans and the National Forest Service providing assistance with signing. In addition, this agency provides expert advice on existing and proposed developments, traffic safety issues, radio transmitters, and facility design.

Chambers of Commerce -

There are several Chambers of Commerce and Visitors Bureaus which work to promote events, activities, and attractions in the communities influenced by the Byway. They include the following: Butte Valley Chamber of Commerce, Chico Chamber, Eastern Plumas Chamber of Commerce, Indian Valley Chamber of Commerce, Plumas County Visitors Bureau, Oroville Visitor and Tourism Bureau, Shasta - Cascade Wonderland Association, and Quincy Main Street Chamber. These organizations will provide critical business connections, marketing, visitor contact points, and distribution services. These organizations may also provide funding, through fee collection, selling of advertising space, or Transient Occupancy Tax funds.

Community Volunteers -

Many individuals contacted the Plumas National Forest with offers of assistance, expertise, information, and support for the Feather River Scenic Byway Implementation Strategy. These interested individuals are listed in Appendix E, Contact List.

Educational Institutions -

Educational institutions include Chico State University, Feather River College, and Plumas Unified School District (Quincy Elementary School). Students, teachers, and administrators can provide assistance (expertise and labor) in developing interpretive materials.

Friends of the Sierra Valley Natural History Museum -

If developed, the proposed Sierra Valley Natural History Museum will be an important attraction, and partner, in providing visitor interpretation. The Board of Directors for the proposed museum is looking for a suitable location, somewhere near the Davis Rest Area, east of Portola.

Local Businesses -

Local businesses will be important partners, providing services and amenities to visitors. Additionally, businesses can provide assistance with the marketing, distribution, and monitoring.

Museums and Visitor Centers -

The museums and visitor centers within the influence of the Feather River Scenic Byway are Plumas County Museum, Portola Railroad Museum, Chinese Temple, Lake Oroville Visitors Center, and the Taylorsville Museum.

Pacific Gas and Electric (PG&E) -

This utility company is already an important partner on the Byway, owning and operating hydroelectric and recreation developments (Shady Rest Area and Belden Rest Area). Additionally, there are several administrative sites located along the Byway. The hydroelectric developments are authorized by the Federal Energy Regulatory Commission (FERC) and PG&E is required to develop recreation opportunities as a condition of the FERC licenses. Future improvements to PG&E facilities can be included in the FERC license renewal process.

Plumas Corporation -

A non profit organization located in Quincy, Plumas Corporation is an important partner on the Plumas National Forest. Plumas Corporation is experienced in applying for and receiving grant funding for various tourism and economic development projects. This organization will be an important funding source, applying for grants to implement the various elements along the Byway.

Plumas Job Training Center, Inc. -

A private, non profit organization dedicated to providing work skills and opportunities to the people of Plumas County. This organization can assist by providing labor for recreation and interpretive developments along the Byway. The labor will be provided by disadvantaged youth in Plumas County, and funded through the Federally funded Job Training Partnership Act.

Plumas National Forest Interpretive Association (PNFIA) -

A non profit organization dedicated to providing interpretive materials and information to the Plumas National Forest visitor. The Association is interested in continuing to improve the interpretive programs on the Plumas National Forest and is looking for opportunities to fund, develop, and distribute interpretive materials.

Professional Organizations -

There are several professional societies and organizations located in communities along the Byway. They include the Plumas County Historical Society, The Plumas Railroad Association, The Mt. Jura Gem and Mineral Society, American Society of Professional Foresters, Women in Timber, National Association of Retired Forest Employees, Audubon Society, and Friends of the

Plumas Wilderness. These organizations will provide historic and natural resource information and expertise during the development of interpretive materials.

Service Organizations -

There are many local service clubs located in communities along the Byway. These service organizations include Rotary, Lions, Rainbow Girls, and Telephone Pioneers of America.

Union Pacific Railroad -

Union Pacific has a long standing presence along the Feather River Scenic Byway. Union Pacific Railroad is an important partner, providing information and expertise for the various interpretive elements.

Feather River Scenic Byway

Implementation Strategy

Signing Strategy

The goals and objectives for signing the Feather River Scenic Byway are:

1. Identify the Feather River Scenic Byway as a part of the National Scenic Byway Program.

2. Keep signing to a minimum to avoid clutter, do not detract from the scenic quality of the route.

3. Sign the Feather River Scenic Byway in accordance with established highway signing principles and practices.

4. Signing will enhance visitor experiences, providing information and education.

Standards and guidelines for implementing the signing strategy for the Feather River Scenic Byway are as follows:

- Utilize National Forest Service standards specified in the Engineering Management Series, "Standards for Forest Service Signs and Posters", EM-7100-15, Revised August, 1994.

- Install National Scenic Byway Logo Signs to identify the Feather River Scenic Byway as a part of the National Scenic Byway Program (Table 1).

- Coordinate all signing activities with State of California Department of Transportation (CalTrans).

- Signing along the Feather River Scenic Byway will be fully reflectorized (directional, Scenic Byway Logo, etc.).

- Interpretive and informational signing will not be reflectorized.

- Signing will meet Recreation Opportunity Spectrum (ROS) classes appropriate for location or facility.

- Universal Access design standards will be used in the design and placement of signing.

- Signs will be sized according to the posted speed of traffic.

- Signing will be used in common assemblies with other signs (Highway 70, distance, direction, etc.), when possible.

Table 1

Proposed Sign Locations

Feather River Scenic Byway

Location (miles from western terminus):	**Type of Sign Assembly:**	**Notes:**
Minus 1.0	Figure 4	On existing metal post at Chico turn off
1.0 - 3.0	Figure 1	Anywhere along this three mile stretch
59.7	Figure 2	On existing sign assembly for 70/89 junction
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
92.9	Figure 2	On existing sign assembly for 70/89 junction
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
125.5	Figure 5	On existing End Hwy. 70 sign
Location (miles from eastern terminus):	**Type of Sign Assembly:**	**Notes:**
Minus 1.0	Figure 4	On existing sign assembly for Hwy. 70 exit off 395 (north & south)
1.0 - 3.0	Figure 1	Anywhere along this three mile stretch
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
	Figure 3	On existing Hwy. 70 sign post
125.5	Figure 5	On existing Hwy. 70 sign

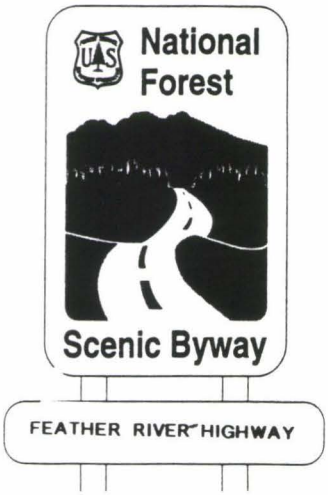


Figure 1

Figure 2

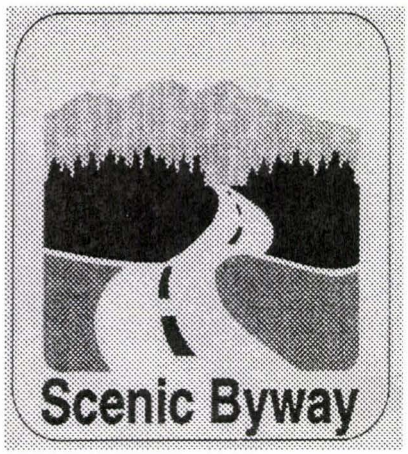
TO

Figure 3

Figure 4

ENDS

Figure 5



Feather River Scenic Byway

Implementation Strategy

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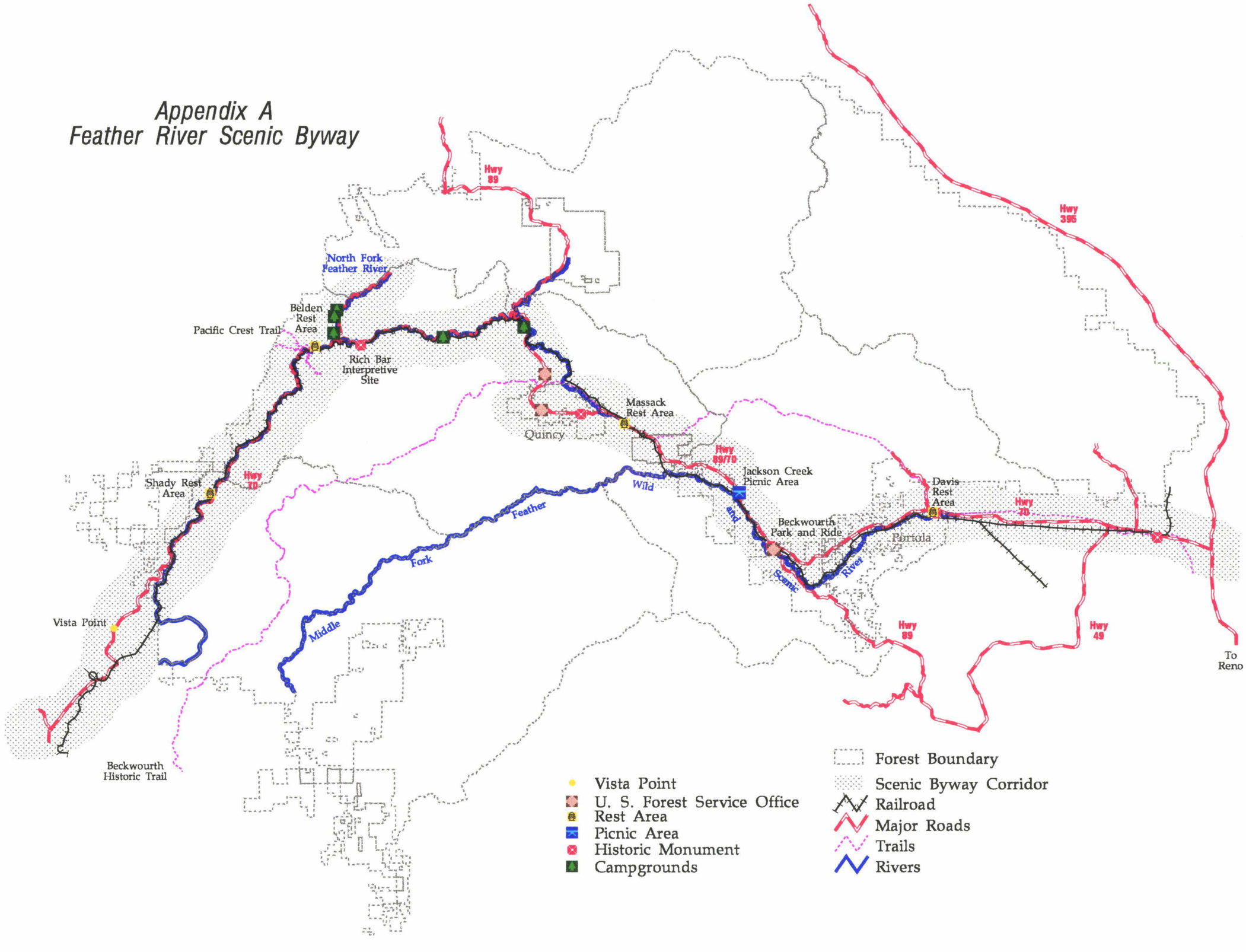
Appendix A
Feather River Scenic Byway



Appendix B

Key Features Log

Feather River Scenic Byway

Location (miles from western terminus)	Feature	Notes
0.0	Western Terminus	Beginning of Feather River Scenic Byway, junction with Hwy. 191, 8 miles from Oroville.
5.0	Cherokee Road	Side trip to historic Oregon City, covered bridge, museum, and Table Rock.
6.3	Lake Oroville	State water project, recreation opportunities, Visitor Center located in Oroville, CA.
10.0	Vista Point	View of Sacramento Valley, two year old fire scar.
13.6	Jarbo Gap	California Department of Forestry station.
15.9	PNF Boundary	Plumas NF western boundary sign, pull out, good view of canyon from here.
19.2	Pulga Bridges	Historic steel highway and railroad bridges, called "Wonder of Construction" in 1932.
22.7	Cresta Powerhouse	PG&E hydroelectric development.
25.0	Shady Rest Area	PG&E recreation facility.
25.4	Arch Rock Tunnel	Highway tunnel through solid granite, first of three.
25.4	Plumas Co. line	Jurisdictional boundary for CalTrans District 2 & 3.
25.6	Grizzly Dome	Huge granite slabs beside Highway, waterfalls everywhere when raining.
26.9	Poe Power Dam	PG&E hydroelectric development.
27.1	Grizzly Tunnel	Highway tunnel through solid granite, second of three.
27.3	Elephant Butte	Highway tunnel through solid granite, third of three.
27.6	Cresta Dam	PG&E hydroelectric development.
30.3	Rock Creek Power House	PG&E hydroelectric development.
31.3	Bucks Powerhouse	PG&E hydroelectric development.
33.2	Tobin	Resort & historic destination associated with railroad "Fisherman Special".
33.4	Steel Bridges	Historic highway & railroad bridges cross Feather River.
34.9	Chambers Creek	Chambers Creek Trail Head.
38.6	Rock Creek Dam	PG&E hydroelectric development.
40.1	Ben Lomond Trail	Ben Lomond Trail Head.
41.4	Belden Rest Area	PG&E recreation facility.
41.4	Pacific Crest Trail (north)	Pacific Crest Trail crosses to north here.
41.4	Yellow Creek Trail	Yellow Creek Trail Head.

Appendix B

Key Features Log

Feather River Scenic Byway

Location (miles from western terminus)	Feature	Notes
41.4	Indian Creek Trail	Indian Creek Trail Head.
41.5	Pacific Crest Trail (south)	Pacific Crest Trail crosses to south here, over Belden Town Bridge.
41.5	Belden Town	Resort & historic destination associated with railroad and Gold Rush.
43.1	Caribou Road	Side trip to 3 Plumas NF Campgrounds & PG&E town, North Fork Feather River.
45.6	Rich Bar	Historic marker for location of mining town of Rich Bar.
45.6	Serpentine Canyon	Beginning of 4.2 mile serpentine area, historic mining and interesting geologic features.
53.3	Hallsted Campground	Plumas NF Campground.
53.6	Twain	Location of old lumber mill, closed.
55.9	Woody's Hot Spring	Sulphur Hot Springs, privately owned.
56.3	Rock Wall	One of many historic rock walls associated with Highway, completed in 1935.
59.7	Hwy. 89	Junction with Highway 89 north, Highways 89 & 70 join here.
62.0	Spanish Creek Campground	Plumas NF campground.
62.9	Railroad Trestles	Historic Union Pacific Railroad trestles, last spike for north-south railroad.
63.2	Keddie	Historic resort site associated with railroad.
67.0	Mt. Hough RD	Mt. Hough Ranger District Office, Plumas NF.
68.7	Historic Marker	Historic site of Elizabeth Town.
69.2	Feather River College	Two year college, Wild Trout Fish Hatchery, Native American features.
70.4	Quincy, CA	County seat for Plumas County, Courthouse, Plumas County Museum.
70.7	Plumas NF SO	Supervisors Office for Plumas NF.
71.6	Historic Marker	Historic Chinese Cemetery.
76.7	Massack Rest Area	CalTrans facility.
78.1	Spring Garden Overhead	Union Pacific Railroad crosses Highway here.
79.2	Williams Loop	Union Pacific Railroad makes a 360 degree loop here.
80.0	Spring Garden, CA	Town, population 80, elevation 3,986 feet.
82.0	Lee Summit	Elevation 4,439 feet.
86.1	Cromberg, CA	Town, population 138.

Appendix B

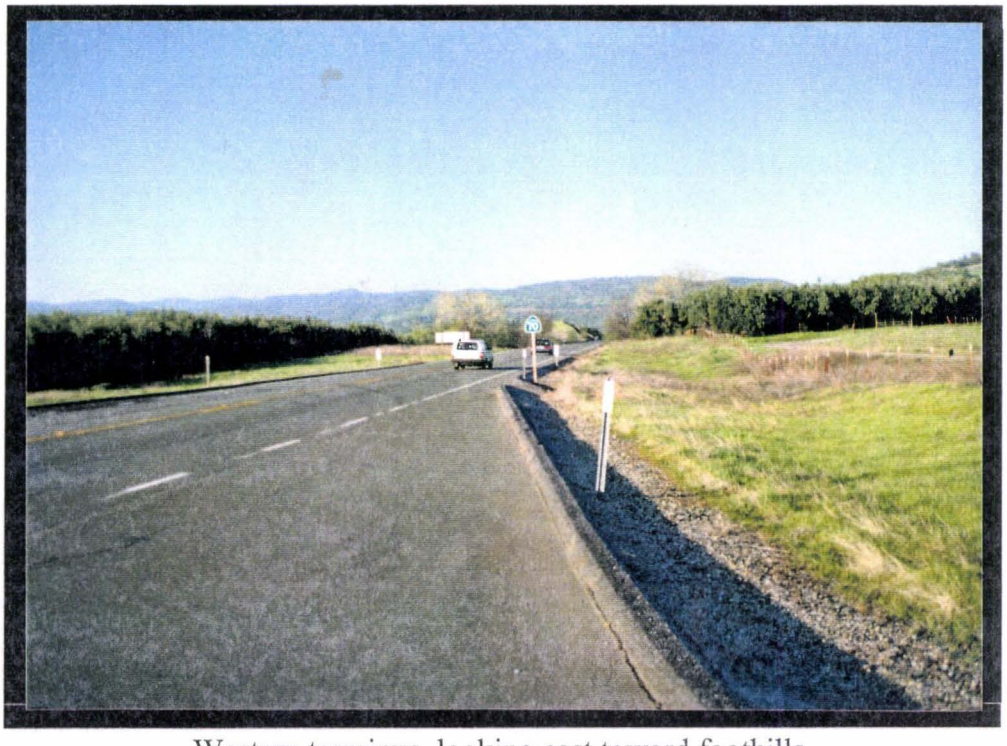
Key Features Log

Feather River Scenic Byway

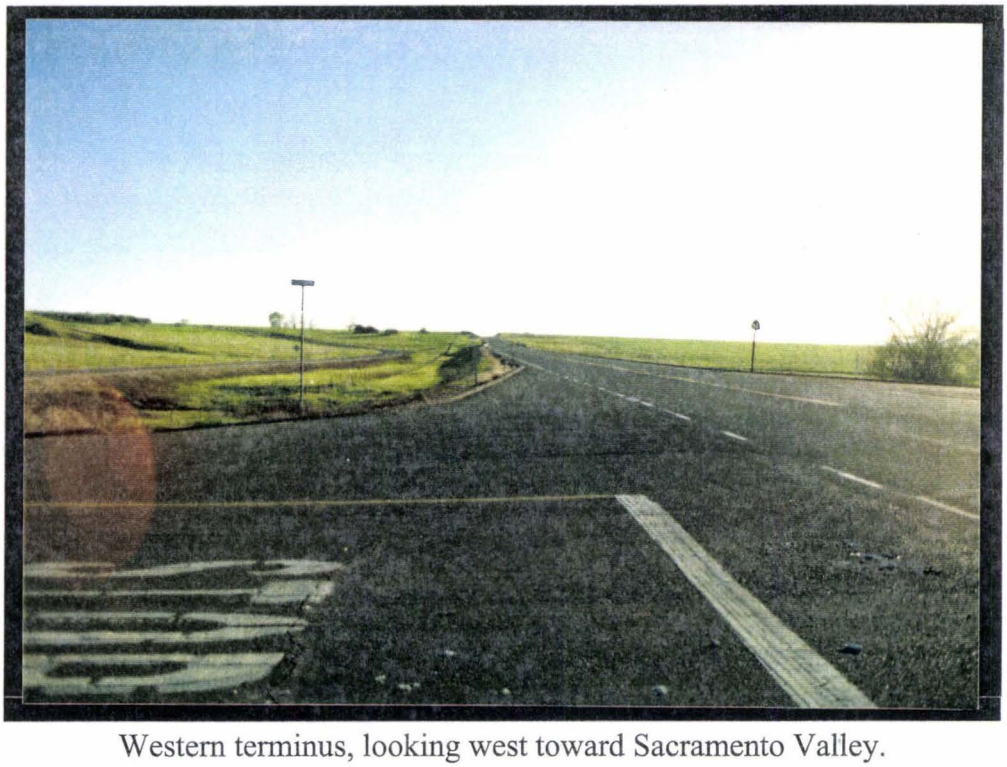
Location (miles from western terminus)	Feature	Notes
87.9	Jackson Creek Picnic Area	Plumas NF picnic area, OHV Staging Area, Jackson Creek Trail Head.
87.9	Wild & Scenic River	Middle Fork of the Feather Wild & Scenic River follows Highway 70 beginning here.
92.1	Historic Marker	Historic Marker for Jamison City, Eureka Mine & Mill, Johnstown.
92.3	Beckwourth RD	Side trip to Beckwourth Ranger District Office, Plumas NF, town of Mohawk, Plumas-Eureka State Park, Johnsville Ski Area.
92.9	Hwy. 89	Junction with Highway 89 south, Highways 89 & 70 split here, side trip to town of Blairsden, CA.
92.2	Park & Ride	CalTrans facility, Historic Marker.
96.9	PNF Boundary	Eastern boundary of Plumas NF, Sign.
101.7	Portola, CA	Town, population 2,045, elevation 4,850 feet.
101.9	Lake Davis	Side trip, Lake Davis Recreation Area, Plumas NF Campgrounds.
102.1	Railroad Museum	Side trip, Portola Railroad Museum, across Middle Fork of the Feather Wild & Scenic River.
102.9	Portola Park	Plumas NF Day Use facility.
104.9	Beckwourth Cabin	Side trip, 1852 cabin of Jim Beckwourth, .2 miles off Feather River Scenic Byway.
105.1	Davis Rest Area	CalTrans facility.
105.1	Beckwourth Trail	Beckwourth National Historic Trail marker shows where trail crosses Highway.
106.3	Co. Rd. A 23	Junction with County Road A 23.
107.0	Beckwourth, CA	Town, population 230, Elevation 4,885.
107.1	Sierra Valley	Begin to view Sierra Valley and headwaters to the Middle Fork Feather Wild & Scenic River.
109.1	Hwy. 49	Junction with Highway 49.
117.8	Vinton, CA	Town, Population 90, Elevation 4,944 feet.
118.9	Cemetery	Vinton Cemetery, many historic markers of dairymen who settled Sierra Valley.
119.9	Chilcoot, CA	Side trip, Frenchman Lake Recreation Area, Plumas NF Campgrounds.
121.4	Beckwourth Pass	Historic Marker, lowest pass in Sierra's, Elevation 5,221 feet.
121.7	Lassen Co. Line	Plumas - Lassen County line.
123.2	Long Valley Mill Site	Historic lumber mill site.
125.5	Eastern Terminus	End Highway 70, Eastern Terminus Feather River Scenic Byway, Junction with I-395.

Appendix C

Feather River Scenic Byway Photos



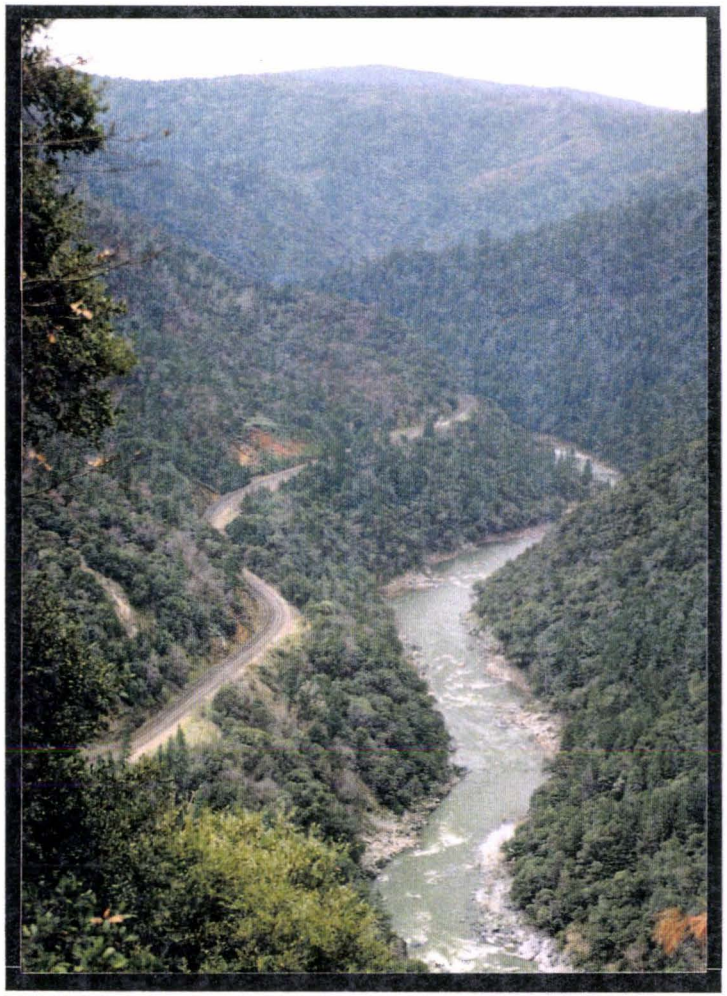
Western terminus, looking east toward foothills.



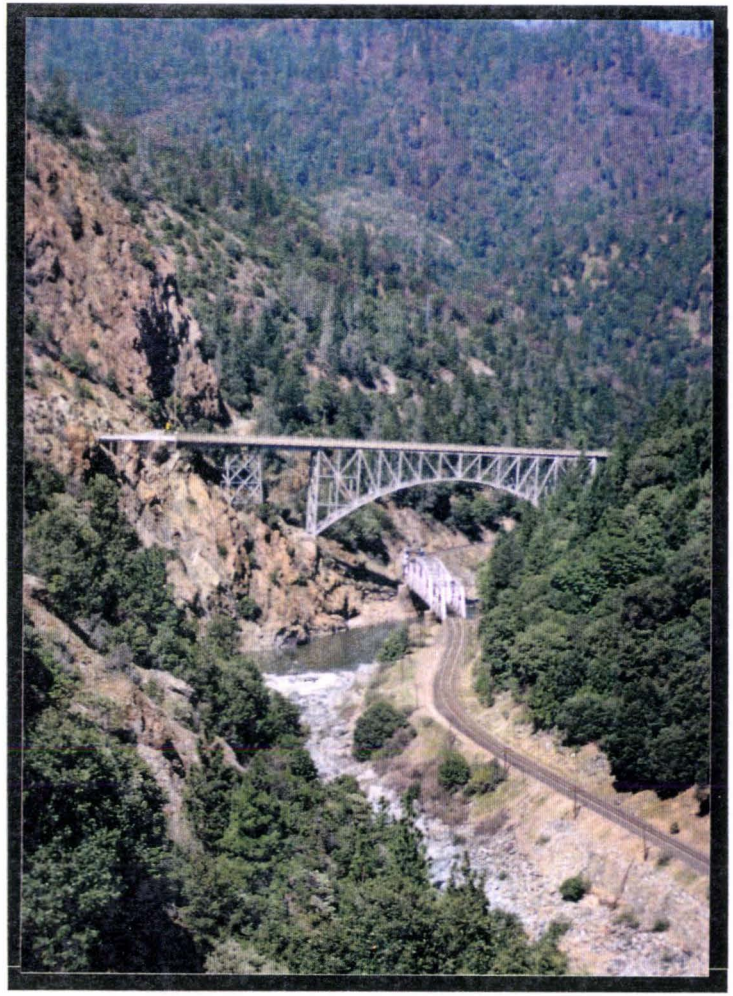
Western terminus, looking west toward Sacramento Valley.

Appendix C

Feather River Scenic Byway Photos



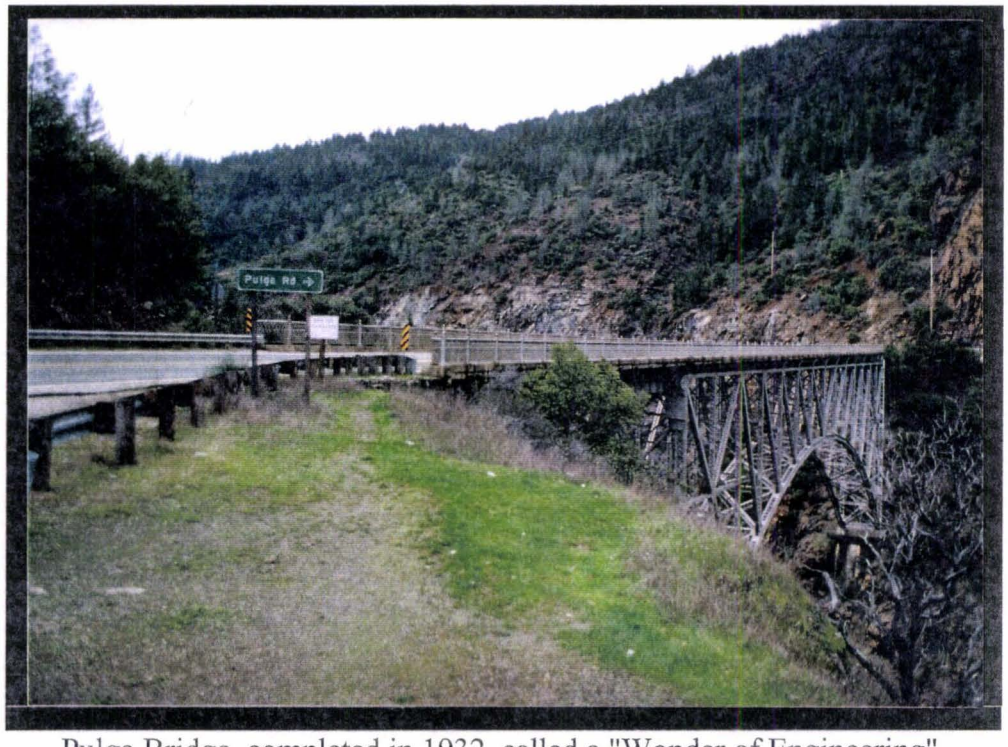
One of the first views of the Feather River Canyon, looking east.



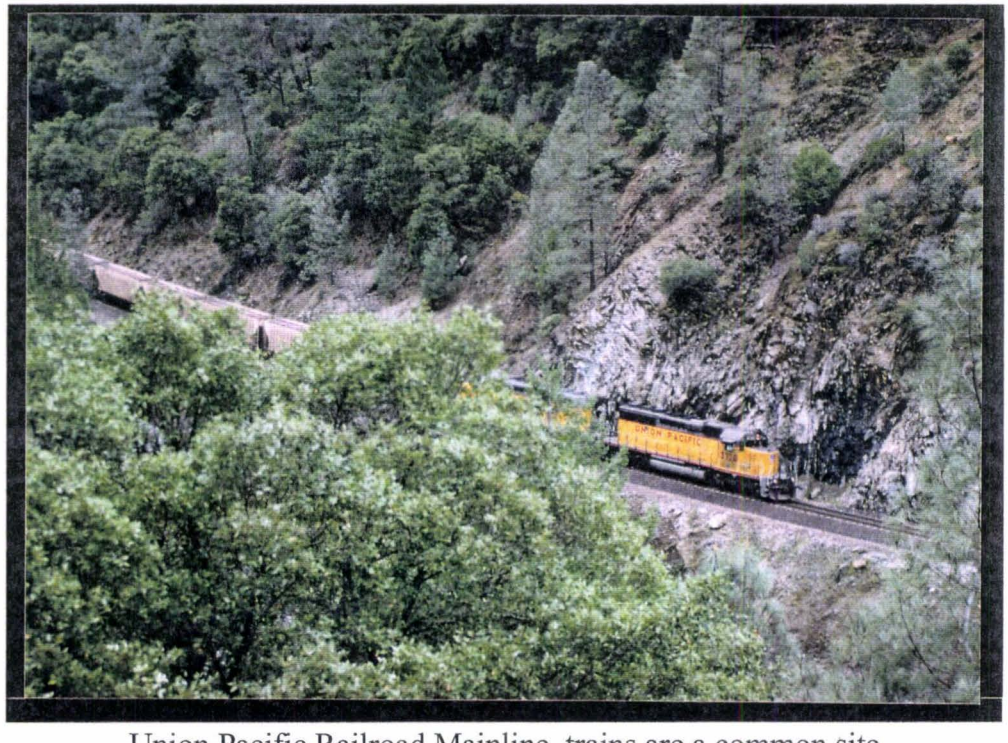
The bridges at Pulga, where the Feather River Scenic, Byway, the Feather River, and the Railroad meet.

Appendix C

Feather River Scenic Byway Photos



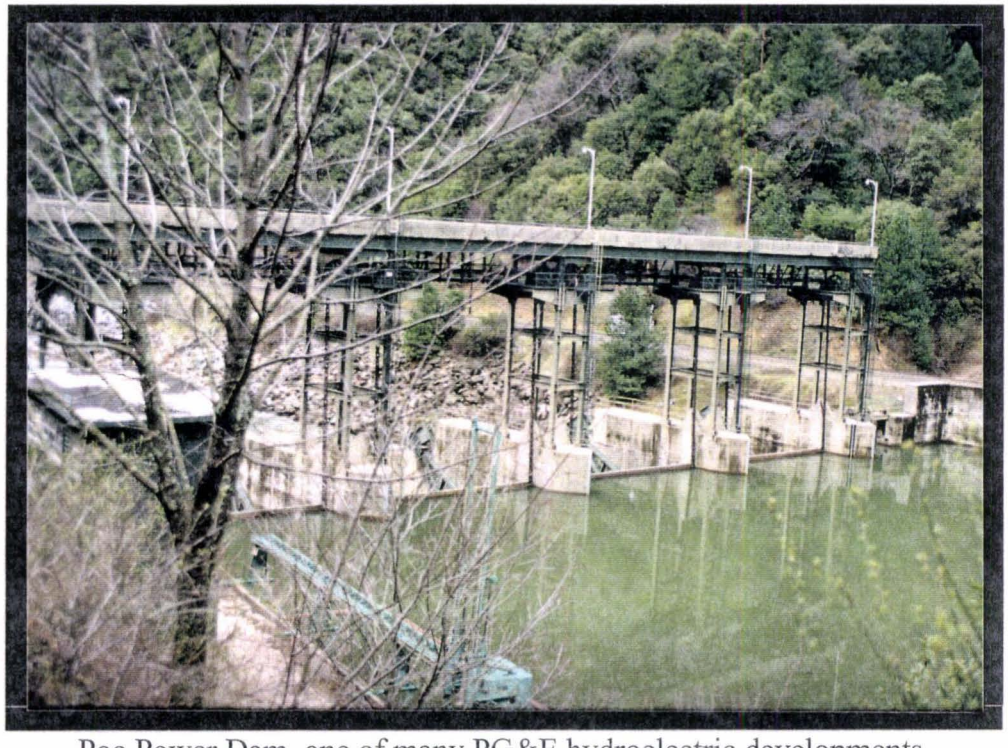
Pulga Bridge, completed in 1932, called a "Wonder of Engineering".



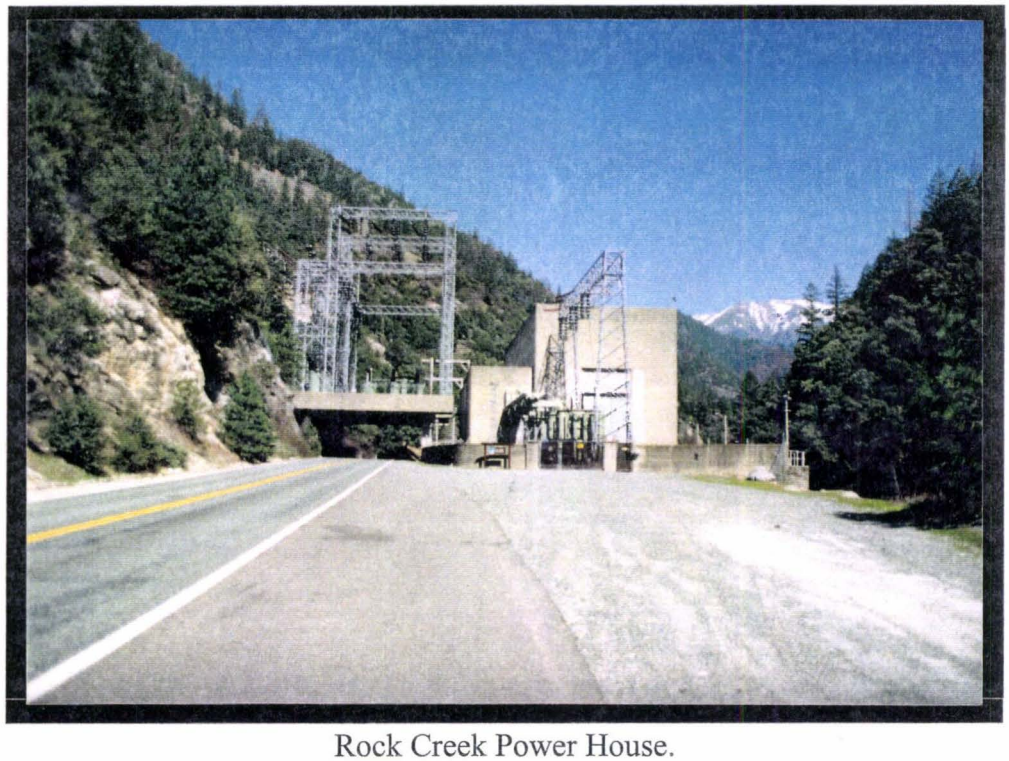
Union Pacific Railroad Mainline, trains are a common site along the Feather River Scenic Byway.

Appendix C

Feather River Scenic Byway Photos



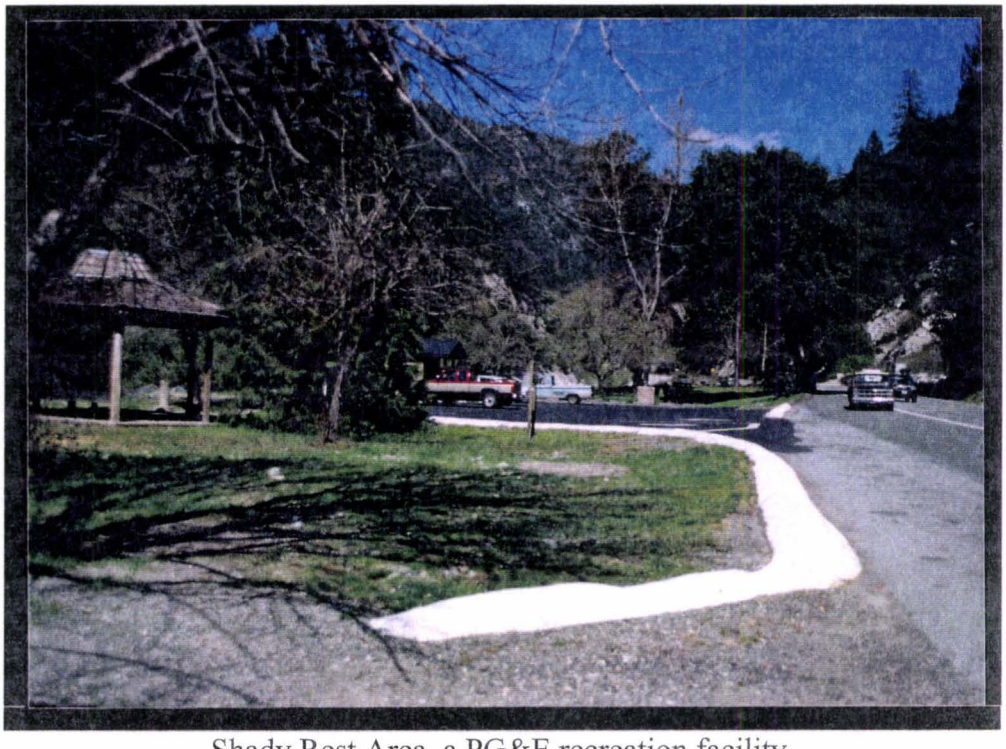
Poe Power Dam, one of many PG&E hydroelectric developments.



Rock Creek Power House.

Appendix C

Feather River Scenic Byway Photos

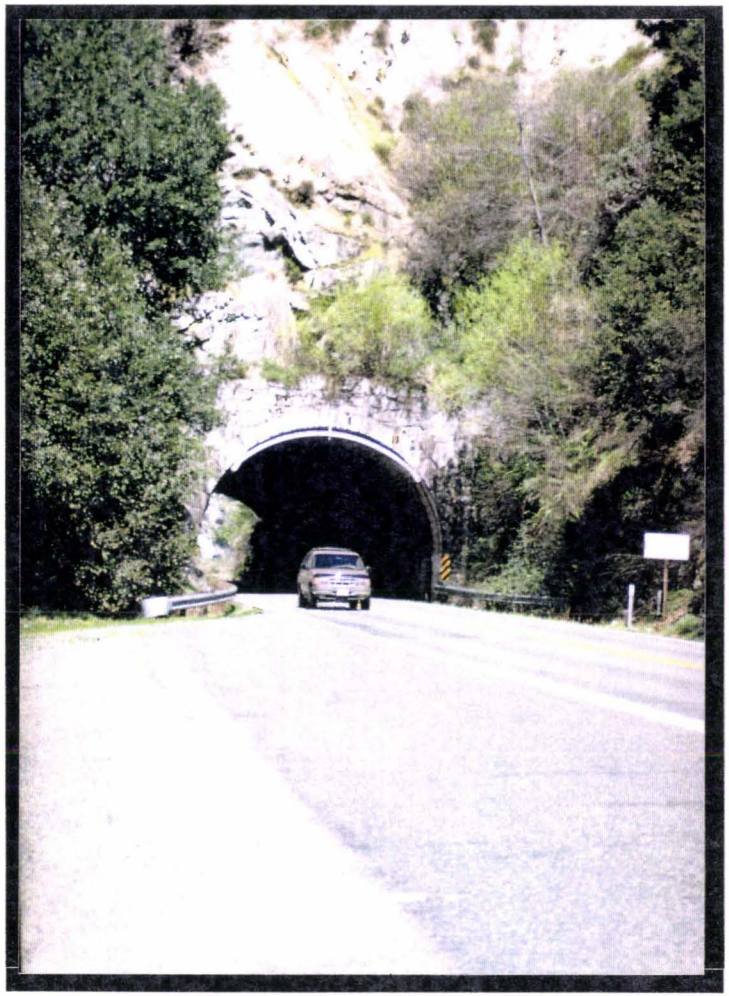


Shady Rest Area, a PG&E recreation facility.

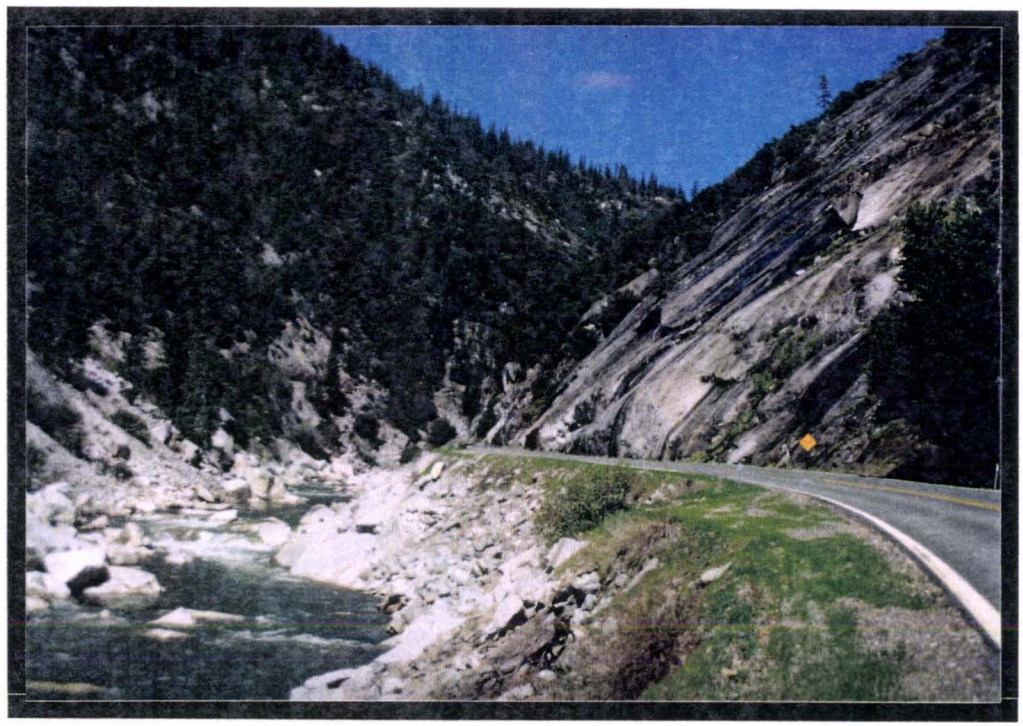
Forest Service Interpretive Gazebo, Shady Rest Area.

Appendix C

Feather River Scenic Byway Photos



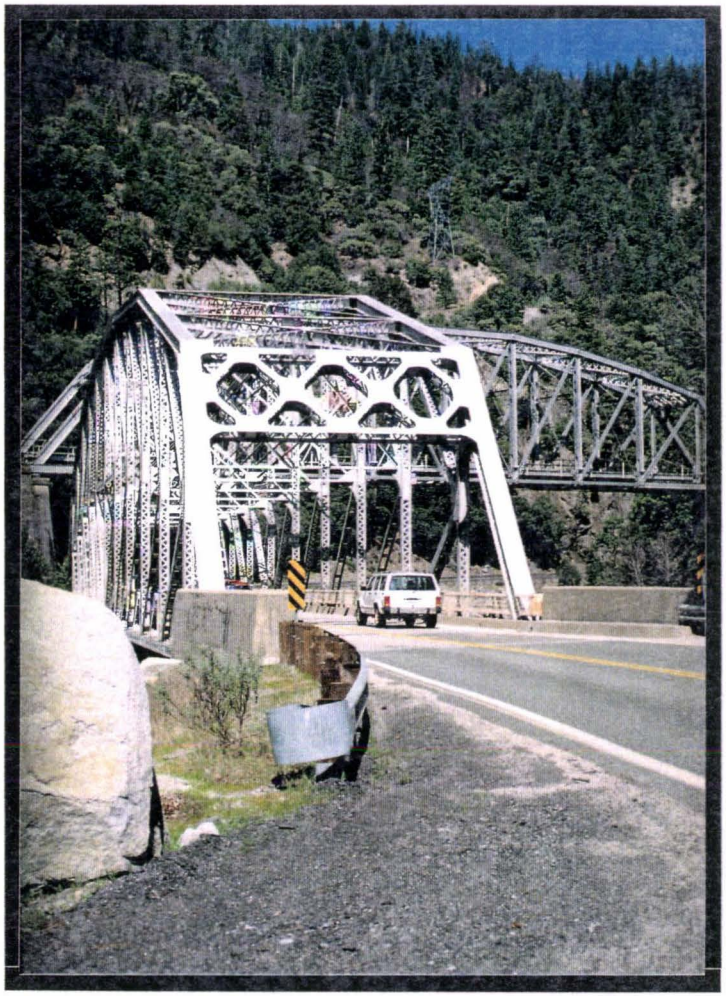
Arch Rock Tunnel, the first of three tunnels along the Feather River Scenic Byway.



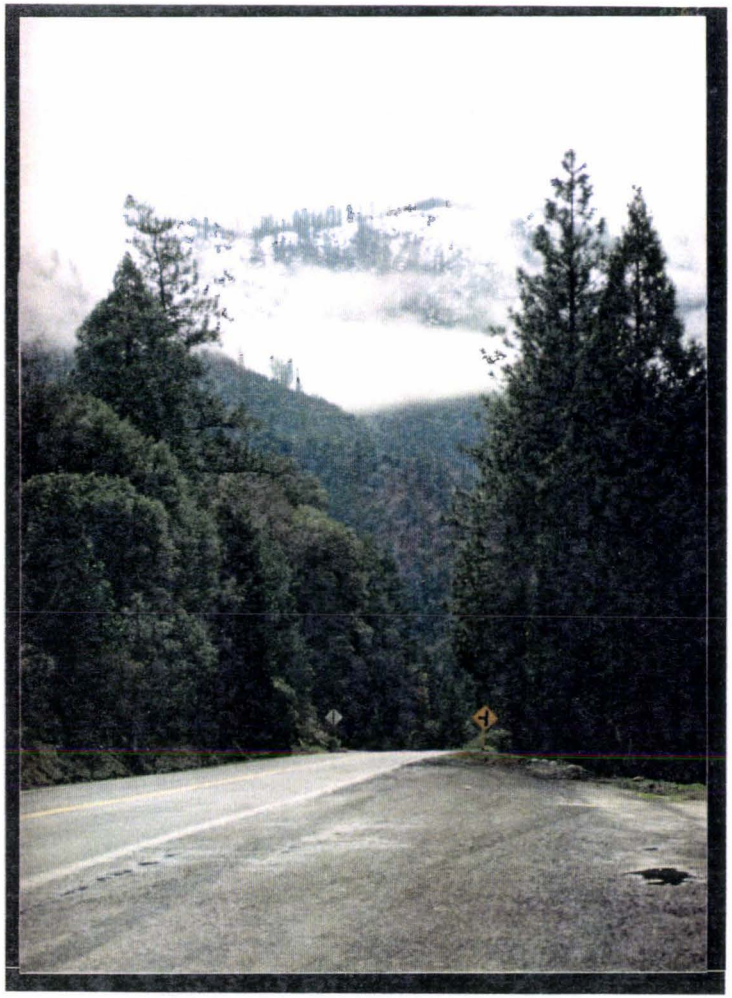
Elephant Buttes, large granitic rock slabs alongside the Feather River Scenic Byway.

Appendix C

Feather River Scenic Byway Photos



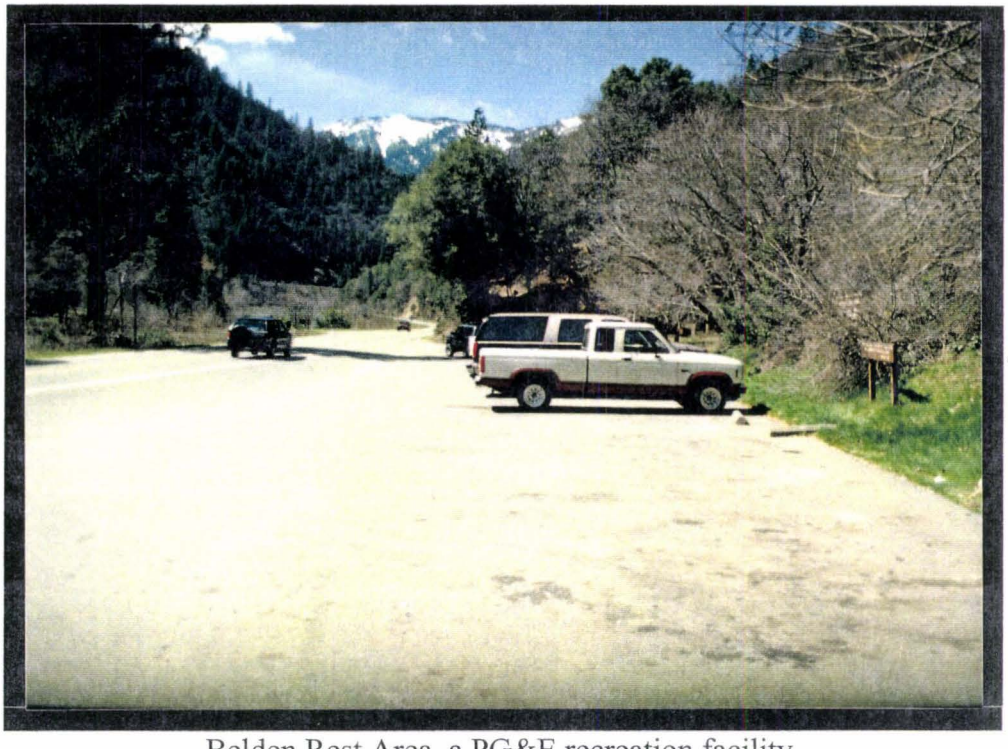
The bridges at Tobin, another meeting of Highway, River, and Railroad.



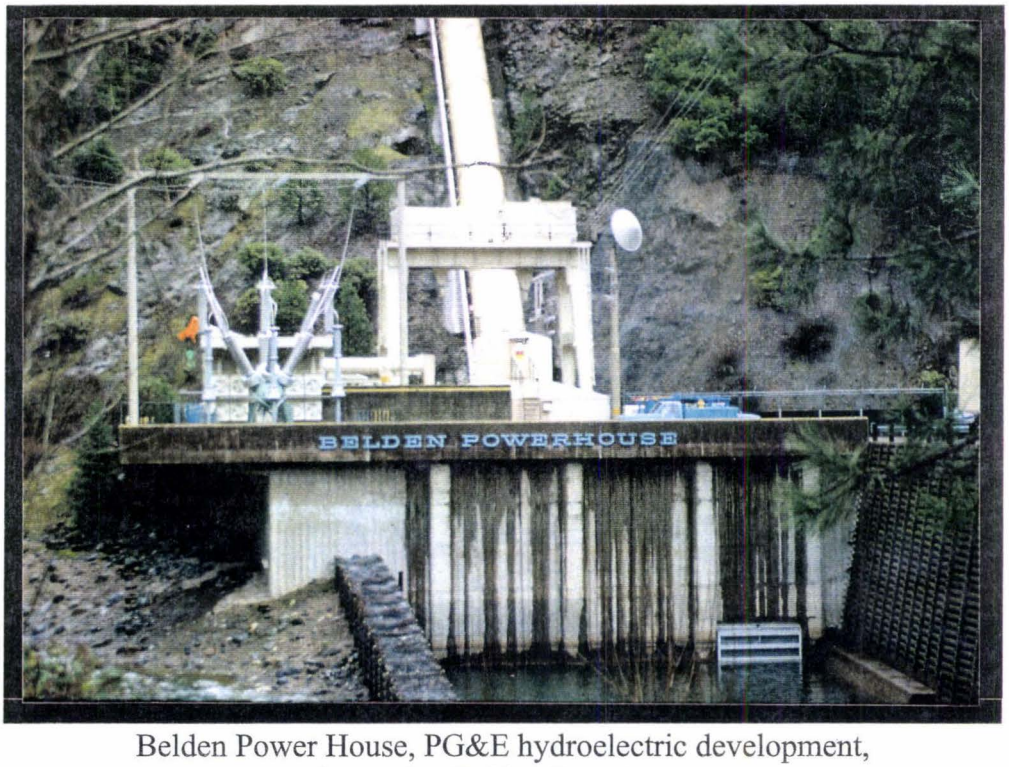
The Bucks Lake Wilderness, as viewed from the Feather River Scenic Byway.

Appendix C

Feather River Scenic Byway Photos



Belden Rest Area, a PG&E recreation facility.

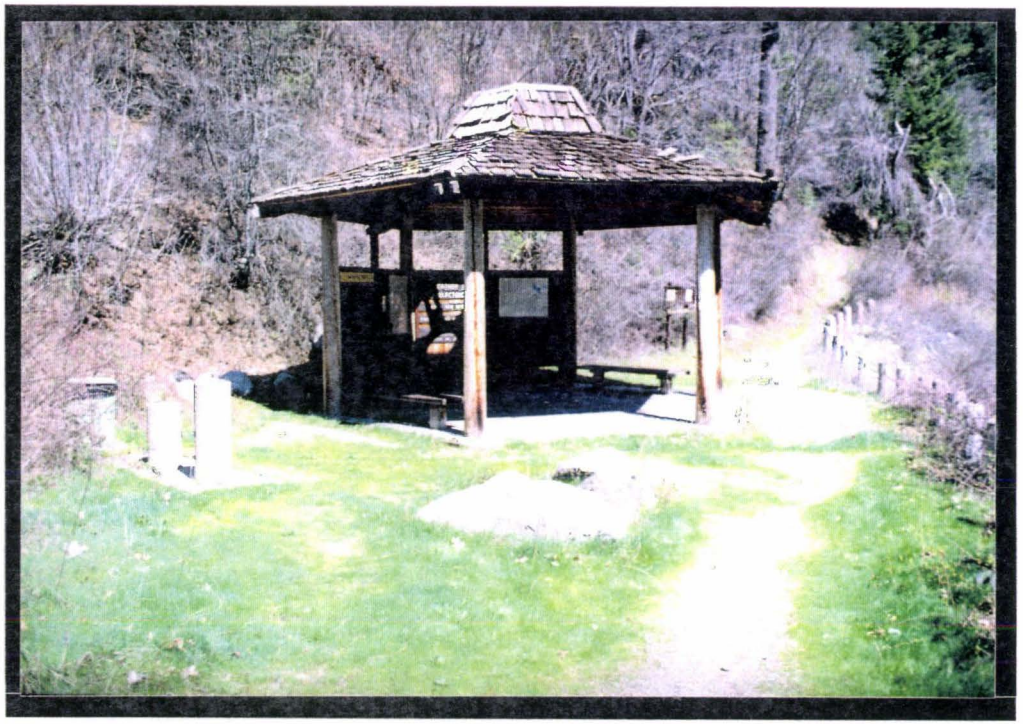


Belden Power House, PG&E hydroelectric development,
located at Belden Rest Area.

Appendix C

Feather River Scenic Byway Photos

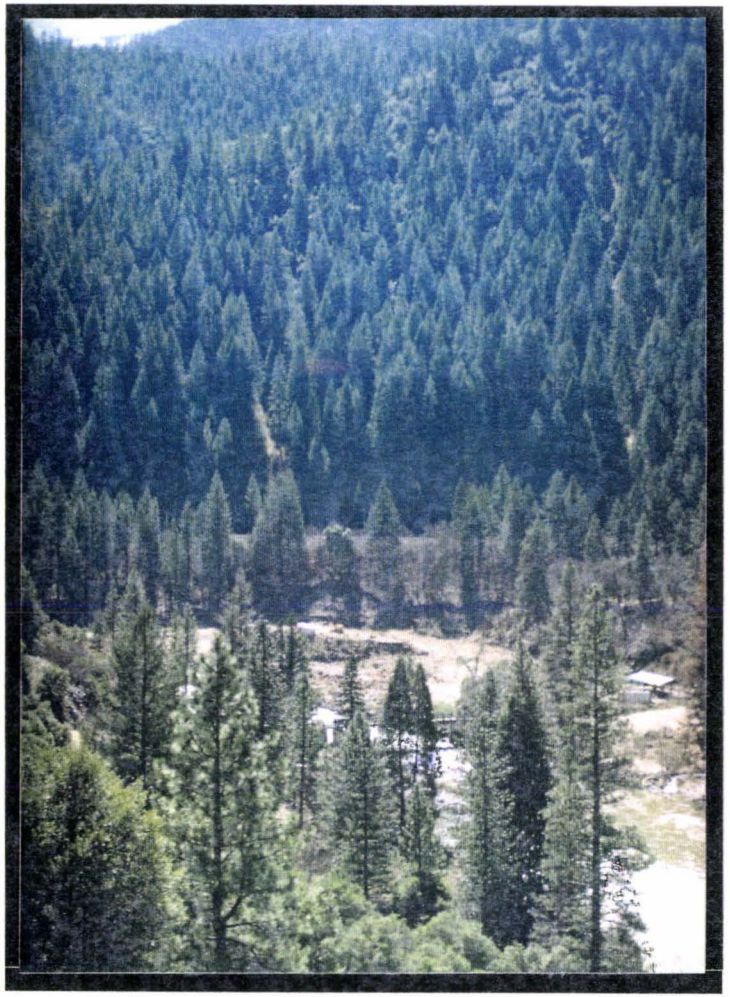
Belden Rest Area picnic site, PG&E recreation facility.



Belden Rest Area, Forest Service Interpretive Gazebo.

Appendix C

Feather River Scenic Byway Photos



Rich Bar, a 1850's mining settlement.

Historic marker at Rich Bar interpretive site.

Appendix C

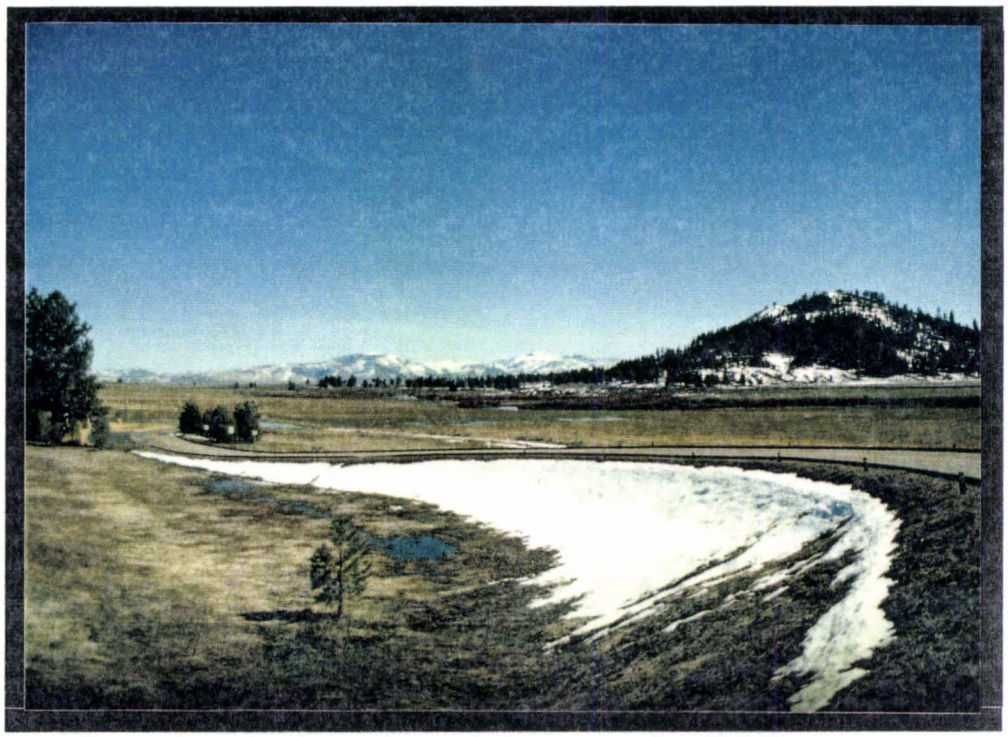
Feather River Scenic Byway Photos

Beckwourth Cabin, built in 1852.

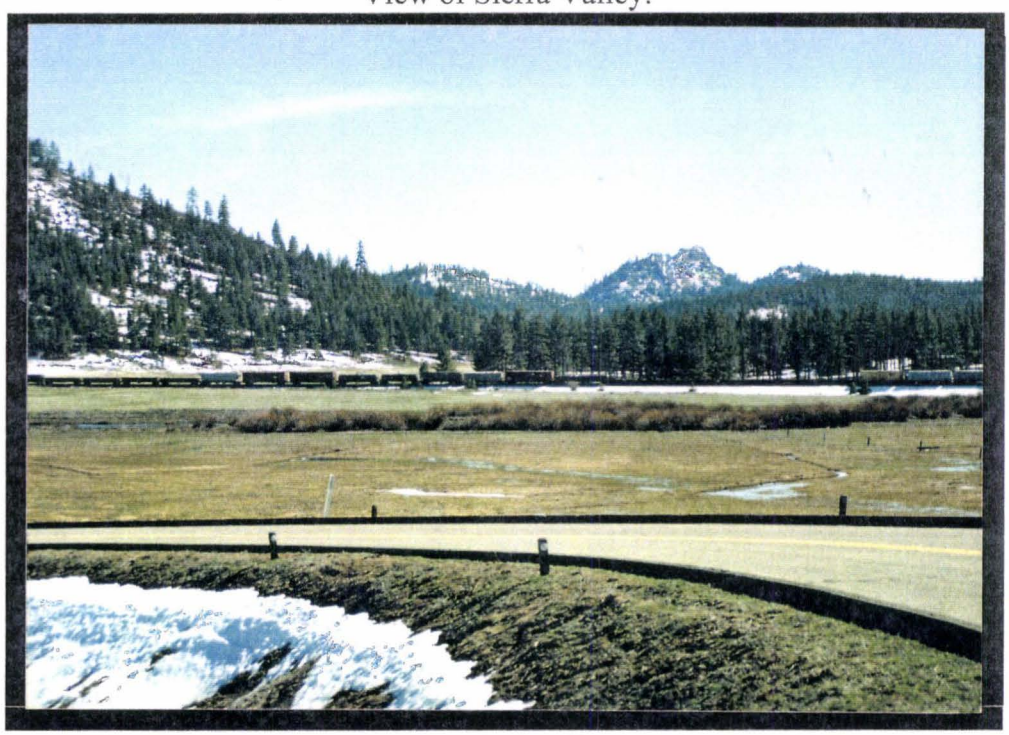
Historic marker at the Davis Rest Area.

Appendix C

Feather River Scenic Byway Photos



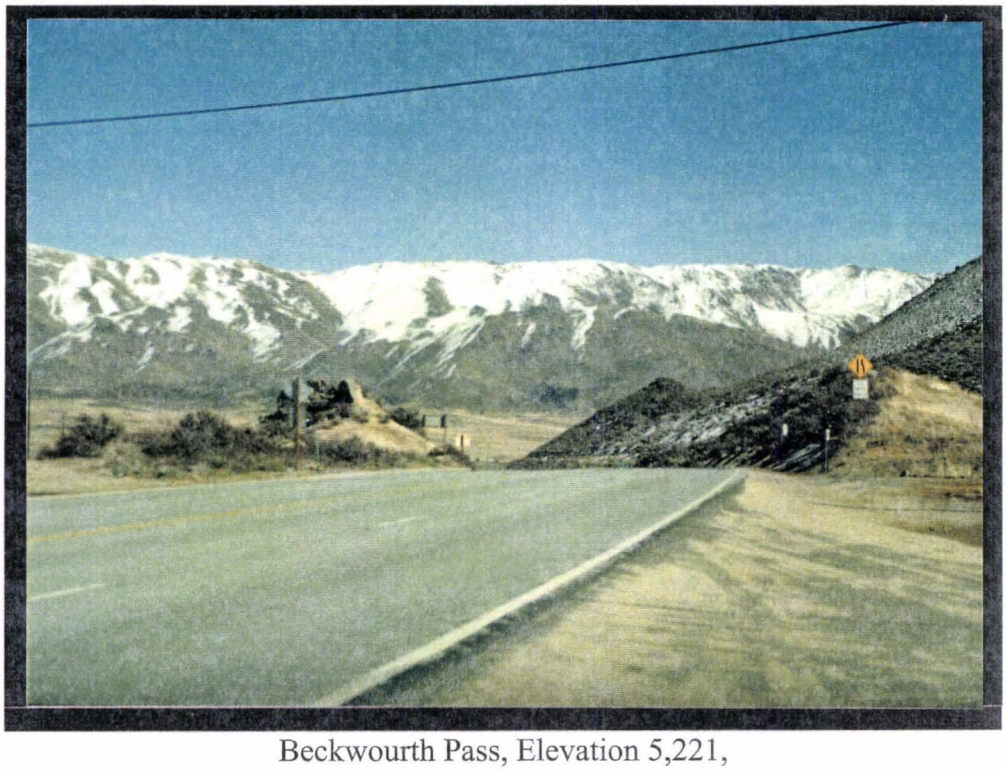
Davis Rest Area, CalTrans recreation facility,
View of Sierra Valley.



Davis Rest Area, View of Sierra Valley, Beckwourth National
Historic Trail, and Union Pacific Mainline.

Appendix C

Feather River Scenic Byway Photos

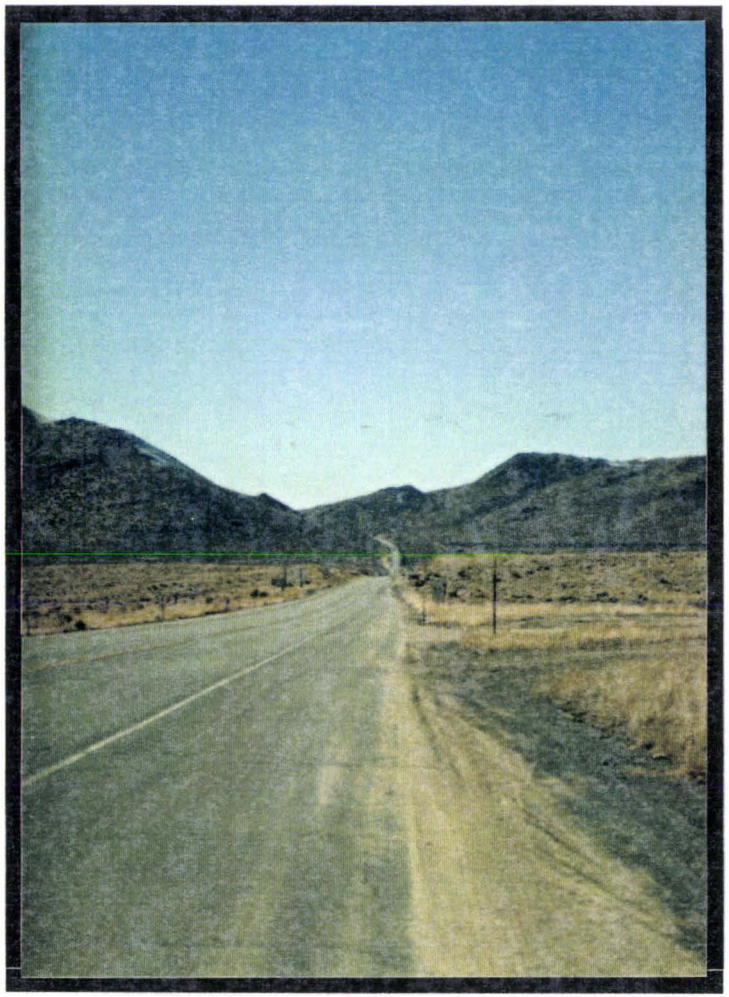


Beckwourth Pass, Elevation 5,221,
lowest crossing of Sierra Nevada Mountain Range.

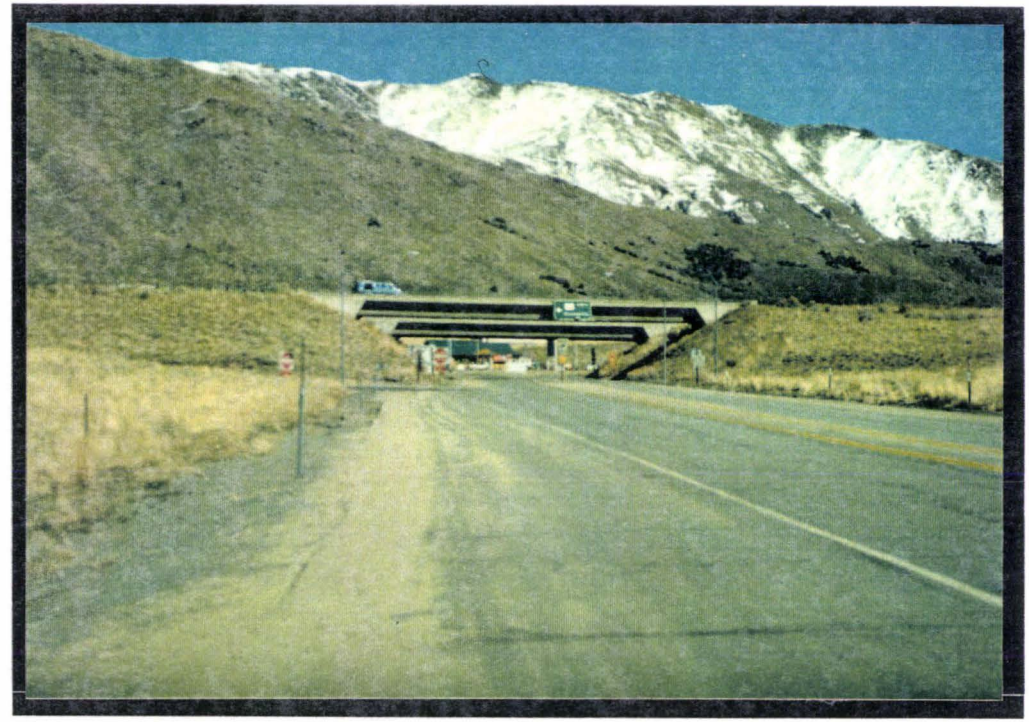
East side of Sierra Nevada Mountain Range.

Appendix C

Feather River Scenic Byway Photos



Eastern terminus, looking west.



Eastern terminus, at junction with I-395.

Appendix D

Plumas National Forest Land and Resource Management Plan
Management Direction

Mgmt. Area:	District:	Visual Resources - Gen. Dir./ S&G's:	Recreation - Gen. Dir./S&G's:	Cultural Resources - Gen. Dir./S&G's;	Notes:
#32	BRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14.	**Provide developed recreation facilities/programs to meet demand while reducing unit costs.** Remove the Jackson Creek Picnic Area when a major expenditure is required, but maintain the Jackson Creek Trail Head.		Past mining activity in Cromberg area, little today. Recreation Zone of the Middle Fork of the Feather W&S River.
#33	BRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14.			Scenic and Recreation Zones of the Middle Fork of the Feather W&S River. Also a designated Wild Trout Stream.
#36	BRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14.			Old railroad grades, ranches, & cabin sites.
#38	BRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14.	**Encourage recreation and protect the Middle Fork of the Feather W&S River.** Construct day use river access facilities at Portola Park.		Ramelli Ranch was purchased under the W&S Act to provide rural atmosphere and open space along the river.

Notes:

FRRD - Feather River Ranger District, formerly the Oroville and LaPorte Ranger Districts.
MHRD - Mt. Hough Ranger District, formerly the Quincy and Greenville Ranger Districts.
BRD - Beckwourth Ranger District, formerly the Beckwourth and Milford Ranger Districts.

Rx-10 - Visual Retention is defined as providing for a natural-appearing landscape where management activities are not visually evident. No management activities are prohibited. Peoples activities are not evident to the casual forest visitor.

Rx-14 - Partial Visual Retention is defined as providing natural-appearing landscape by assuring that management activities remain visually subordinate to the natural landscape. Peoples activities may be evident but must remain subordinate to the characteristic landscape.

Information on this table condensed from the Plumas National Forest Land and Resources Management Plan, completed in 1988.

Appendix D

Plumas National Forest Land and Resource Management Plan
Management Direction

Mgmt. Area:	District:	Visual Resources - Gen. Dir./ S&G's:	Recreation - Gen. Dir./S&G's:	Cultural Resources - Gen. Dir./S&G's;	Notes:
# 1	FRRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14. Minimize visual impact of electric transmission lines and hydroelectric facilities.			Union Pacific Railroad, Hydroelectric Projects, numerous cultural resources.
# 2	FRRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14. Minimize visual impact of transmission lines and hydroelectric facilities.			Hydraulic and placer mining during Gold Rush.
# 3	FRRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14. Minimize visual impact of transmission lines and hydroelectric facilities.			Mining during Gold Rush, and dredging today.
#19	MHRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14. Minimize visual impacts of electric transmission lines and the Union Pacific Mainline.	**Improve and expand the trail system**. Maintain two PCT Trail heads. Construct vault toilets. **Provide for dispersed recreation.** Provide fishing access trail to Yellow Creek.	**Interpret selected historical properties.** Initiate interpretation of California-Utah Wagon Road along Union Pacific Railroad for PCT users. Develop and interpret the Rich Bar Cemetery.	Feather River Canyon is both a scenic & transportation corridor for Hwy. 70, Union Pacific Railroad Mainline, & hydroelectric power lines. Mining during Gold Rush & today.
#20	MHRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14. Minimize visual impacts of electric transmission lines and the Union Pacific Mainline.		**Interpret selected historical and National Register properties.** Develop interpretive sites at Rich Bar and Hallsted.	Large scale mining during Gold Rush, active mining today. Feather River Canyon is a scenic, Union Pacific Railroad, and utility corridor.
#23	MHRD	**Maintain pleasing visual corridors.** Apply Rx-10 & Rx-14.			Cultural sites are numerous.

Appendix E
Key Contact List
Feather River Scenic Byway

First Name	Last Name	Title	Company	Address	City	State	Zip	Phone
Betty	Heck		Eastern Plumas Chamber of Commerce	P.O. Box 1379	Portola	CA	96122	916-832-5444
Bill	Elliott	President	Plumas Bank	P.O. Box 10150	Quincy	CA	95971	916-283-6800
Bruce	Williams	Principal	Quincy Elementary School	246 Alder Street	Quincy	CA	95971	916-283-6550
Candace J.	Grubbs	Butte County Clerk-Recorder	Butte County	25 County Center Drive	Oroville	CA	95965-3375	916-538-2112
Charlie	Brown	Resource Officer	Plumas National Forest, Mt. Hough Ranger District	39696 Hwy. 70	Quincy	CA	95971	916-283-1500
Chris	Mahhas		California Department of Transportation	1555 East Main Street	Quincy	CA	95971	916-283-2610
Chuck	James	Archeologist	Bureau of Land Management					503-231-6229
Clair	Churchill		Plumas Bank	P.O. Box 10150	Quincy	CA	95971	916-283-6800
D.	Bennett		California Department of Transportation, District 2	2250 Benton Drive, Suite 200	Redding	CA	96003	916-225-3409
David	Reis	Landscape Architect	Lassen National Forest	55 South Sacramento Street	Susanville	CA	96130	916-257-2151
Deb	Bliss	Biologist	Plumas National Forest, Beckwourth Ranger District	P.O. Box 7	Blairsden	CA	96103	916-836-2575
Dennis	Cadd	Scenic Highway Coordinator	California Department of Transportation	1120 N. Street	Sacramento	CA	95814	916-654-5370
Dino	Johnson		California Department of Transportation	P.O. Box 911	Sacramento	CA	95901	916-225-3206 Office, 916-949-0922 Cellular
Don	Stoy		Plumas County Sheriff	P.O. Box 1106	Quincy	CA	95971	916-283-6375
Eileen	Richmond	Resource Officer	Plumas National Forest, Beckwourth Ranger District	P.O. Box 7	Blairsden	CA	96103	916-836-2575
Emilyn	Sheffield	Professor	Chico State University Dept. of Recreation & Parks Management	19 Carriage Lane	Chico	CA	95926	916-894-8122 Home, 916-898-6408 Office

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Feather River Scenic Byway

First Name	Last Name	Title	Company	Address	City	State	Zip	Phone
			Union Pacific Railroad	833 E. 8th Street	Marysville	CA	95206	
Fred	Holland	Butte County Assessors Office	Butte County	25 County Center Drive	Oroville	CA	95965-3375	916-538-7628
Gary	Rotta	Biologist	Plumas National Forest, Mt. Hough Ranger District	39696 Hwy. 70	Quincy	CA	95971	916-283-1500
Gary	Morgan			P.O. Box 132	Clio	CA	96106	916-836-0733
Gary	Brogan	Scenic Byway Coordinator	USDA Forest Service, Pacific Southwest Region	630 Sansome Street	San Francisco	CA	94111	415-705-2895
Gary	Bush	Landscape Architect	California Department of Transportation	1120 N. Street	Sacramento	CA	95814	916-654-4817
Helen	Kennedy	Portola City Councilwoman	City of Portola	1039 Manzanita Way	Portola	CA	96122	916-832-5784
Greg	Watkins	Highway Engineer	USDA Forest Service, Pacific Southwest Region, Pleasant Hill Engineering Center	2245 Morello Ave.	Pleasant Hill	CA	94523	510-825-9800
Inez A.	Robbins	Recreation and Lands Staff Officer	Plumas National Forest	P.O. Box 11500	Quincy	CA	95971	916-283-2050
Jack	Horner	Resource Officer	Plumas National Forest, Feather River Ranger District	875 Mitchell Ave.	Oroville	CA	95965-4699	916-534-6500
Jeff	Wilson		Belden Town Resort	1 Belden Town Road	Belden	CA	95915	916-283-2906
Jim	Ceragioli	Chief, Appraisals and Acquisition	California Department of Transportation, District 2	2250 Benton Drive, Suite 200	Redding	CA	96003	916-225-3209
John	Sheehan	Director	Plumas Corporation	P.O. Box 3880	Quincy	CA	95971	916-283-3739
John	Heavin	Right-of-Way Officer	Plumas National Forest	P.O. Box 11500	Quincy	CA	95971	916-283-2050
Kenneth	Martin		California Department of Parks and Recreation Planning Section	P.O. Box 942896	Sacramento	CA	94296-0001	916-653-8837
Kevin	McCormick	Archeologist	Plumas National Forest	P.O. Box 11500	Quincy	CA	95971	916-283-2050
Larry	Carver	Land Resource Planner	Pacific Gas and Electric	P.O. Box 770000	San Francisco	CA	94177-7000	415-973-5536

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Key Contact List
Feather River Scenic Byway

First Name	Last Name	Title	Company	Address	City	State	Zip	Phone
LeeAnn	Taylor	Public Affairs Officer	Plumas National Forest	P.O. Box 11500	Quincy	CA	95971	916-283-2050
Leslie	Mink	Fisheries Biologist	Plumas National Forest, Mt. Hough Ranger District	39696 Hwy. 70	Quincy	CA	95971	916-283-1500
Linnea	Hanson	Botanist	Plumas National Forest, Feather River Ranger District	875 Mitchell Ave.	Oroville	CA	95965-4699	916-534-6500
Lloyd	Britton	Chairman	Plumas National Forest Interpretive Association	P.O. Box 960	Quincy	CA	95971	916-283-0503
Mark	Williams		California State Automobile Association	550 Ash Street	Susanville	CA		916-257-6144
Marsha	Mason		California Department of Parks and Recreation	P.O. Box 942896	Sacramento	CA	94296-0001	916-654-5275
Mike	Kline		Pacific Gas and Electric	P.O. Box AA	Quincy	CA	95971	916-892-4512
Norm	Holms	Founder	Portola Railroad Museum		Portola	CA	96122	916-832-4532
Norm	Grant			39300 Highway 70	Quincy	CA	95971	916-283-1730
Pete	Dryer	Campground Concessionaire	Northwest Park Management	P.O. Box 1	Twain	CA	95984	916-283-2130
Phil	Schafer	Engine Supervisor	Plumas National Forest, Mt. Hough Ranger District	39696 Hwy. 70	Quincy	CA	95971	916-283-1500
Rosie	Harrigan			28464 Highway 70	Twain	CA	95984	916-283-1314
Scott	Larson	Curator	Plumas County Museum	P.O. Box 10776	Quincy	CA	95971	916-283-6329
Sherry	Davis	Director	Plumas Job Training, Inc.	P.O. Box 3750	Quincy	CA	95971	916-283-1606
Stephanie	Paschal	Biologist	Plumas National Forest, Feather River Ranger District	875 Mitchell Ave.	Oroville	CA	95965-4699	916-534-6500
Susan	Green	Fire Prevention Officer	Plumas National Forest, Mt. Hough Ranger District	39696 Hwy. 70	Quincy	CA	95971	916-283-1500
Susan	Green		Indian Valley Chamber of Commerce	Box 516	Greenville	CA	95947	
Suzie	Bracken		Plumas County Visitors Bureau	P.O. Box 4120	Quincy	CA	95971	916-283-6345

Appendix E
Key Contact List
Feather River Scenic Byway

			Tri-County Economic Development Corporation	120 Independence Circle, Suite G	Chico	CA	95073	916-893-8732
Tricia	Humpherys	Asst. Resource Officer	Plumas National Forest Feather River Ranger District	875 Mitchell Ave.	Oroville	CA	95965-4699	916-534-6500
Warren	Grandall	Assist. Resource Officer	Plumas National Forest Beckwourth Ranger District	P.O. Box 7	Blairsden	CA	96103	916-836-2575
			Plumas-Sierra Rural Electric	P.O. Box 2000	Portola	CA	96122	916-832-4261
			Portola City Manager	P.O. Box 1225	Portola	CA	96122	916-832-4216
			Portola Rotary	P.O. Box 1121	Portola	CA	96122	
			Rotary Club of Oroville	363 Kelly Ridge Road	Oroville	CA	95966	
			Rotary Club of Greenville	P.O. Box 207	Greenville	CA	95947	
			Tahoe National Forest	Highway 49 and Coyote Street	Nevada City	CA	95959	916-265-4531
			Union Pacific Railroad		Portola	CA	96122	916-832-6434
			California State Automobile Association	P.O. Box 1860	San Francisco	CA	94101	

Appendix F

Natural Resource
Interpretive Elements Inventory

Feather River Scenic Byway

Wildlife

Following is a partial listing of the wildlife that may be seen along the Feather River Scenic Byway:

Ring Tailed Cat	Bald Eagle	Prairie Falcon
Spotted Skunk	Golden Eagle	Sand Hill Crane
River Otter	Osprey	Canadian Geese
Coyote	Common Merganser	Blue Herron
Raccoon	Band-tailed Pigeon	Mountain Quail
Mink	Red Tailed Hawk	Valley Quail
Mule Deer	Rough Legged Hawk	Ferruginous Hawk
Black Tailed Jack Rabbit	Peregrine Falcon	Swanson's Hawk
Great Egret	Meadow Hawk	American Kestrel

Significant locations for viewing wildlife along the Feather River Scenic Byway include:

- Sierra Valley (Pacific Migratory Route, estuary, raptors)
- Lake Davis Recreation Area (Raptors, water)
- Frenchman Lake Recreation Area (Raptors, water)
- North Fork Feather River (Mammals, fish, raptors, water)
- Middle Fork of the Feather Wild and Scenic River (Mammals, fish, raptors, water)
- Rush Creek Fish Ladder (Fish)
- Feather River College Wild Trout Hatchery (Fish)

Botany

Following is a partial listing of the unusual (Forest Service Sensitive plants) plants that may be seen along the Feather River Scenic Byway:

Sierra Valley Ivesia	Quincy Lupine	Constance's Rock-cress
Webber's Milk Vetch	Feather River Stonecrop	Wet Cliff Lewisia
Stebbin's Coyote Mint	White-stemmed Clarkia	Mosquin's Clarkia
Jepson's Onion		

Significant locations for viewing flowers along the Feather River Scenic Byway include:

- Cherokee Road/Table Rock (Spring flowers)
- Sierra Valley (Spring flowers, rare plants)
- Feather River Canyon (Spring flowers, fall color, rare plants, fall color)
- Bucks Lake Wilderness (Spring flowers, fall color)

Geology

Following is a partial listing of the geologic features that may be seen along the Feather River Scenic Byway.

- Sierra Valley (Largest valley in Sierra Nevada Mountain Range)
- Bucks Lake Wilderness
- Elephant Butte (Granite outcrops)
- Serpentine Canyon (Serpentine outcrops)
- Woody's Hot Spring
- Little Last Chance Canyon (Basalt outcrops)

Cultural

Following is a partial listing of the cultural features that may be seen along the Feather River Scenic Byway:

- Sierra Valley (Native American, pioneers, ranching, agricultural, rural life-style)
- Quincy/American Valley (Native American, pioneers, ranching, agricultural, rural life-style)
- Beckwourth National Historic Trail (Pioneers)
- Beckwourth Summit (Pioneers)
- Beckwourth Cabin (Pioneers)
- Elizabeth Town (Pioneers, mining)
- Plumas Eureka State Park (Pioneers, mining, skiing)
- Eureka Peak (Mining)
- North Fork Feather River (Mining, pioneers, railroad, Highway 70, fishing)
- Cherokee Road (Mining, pioneers)
- Rich Bar (Mining, pioneers)
- Middle Fork of the Feather Wild and Scenic River (Mining, pioneers, agricultural, ranching)

Timber

Following is a partial listing of timber and logging related features which may be seen along the Feather River Scenic Byway:

- Old Mill Sites (Twain, Graeagle, Long Valley
- Current and past logging (Entire length of Feather River Scenic Byway, private and National Forest System lands)
- Railroad Logging (Various locations)
- Horse Logging (Various locations)

Grazing and Agricultural

Following is a partial listing of grazing and agricultural features which may be seen along the Feather River Scenic Byway:

- Clover Valley (Forest Service grazing allotment)
- American Valley (Private ranching, agricultural)
- Sierra Valley (Forest Service grazing allotment, private ranching, agricultural)

Engineering/Industrial

- Lake Oroville (State water impoundment)
- Canyon Bridges (Pulga, Tobin, and others)
- Hydroelectric Power (Power Houses, Dams)
- Tunnels (Arch Rock, Grizzly, Elephant Butte, and many railroad)
- Railroad Mainline (Tunnels, trestles, and bridges)
- Highway 70 (Tunnels, roadway, rock walls, bridges)
- Williams Loop (Railroad)
- Railroad Logging (Various locations)
- Mining Tailings (Various locations)
- Bucks Lake Tram (Hydroelectric)
- Beckwourth National Historic Trail (Pioneer wagon road)
- Keddie Wye (Railroad trestles, tunnels)

FEATHER RIVER SCENIC BYWAY

PLUMAS NATIONAL FOREST

REGION 5

PREPARED BY:
Warren F. Grandall - Interpretive Specialist

REVIEWED BY:

David Peters - Recreation/Lands/Minerals Staff

Warren Fisher - Forest Engineer

Dewey Riscioni - Oroville District Ranger

Inez Robbins - Quincy District Ranger

Robert Hammond - Beckwourth District Ranger

RECOMMENDED BY:

Mary J. Coulombe July 20, 1990
Mary J. Coulombe - Forest Supervisor Date

REGIONAL COORDINATOR:

Gary E. Brogan 8.27.90
Gary E. Brogan - Regional Landscape Architect Date

APPROVAL:

Paul F. Barker 9/4/90
Paul F. Barker, Regional Forester Date

for George M. Leonard 10/29/90
F. Dale Robertson, Chief Date

FEATHER RIVER SCENIC BYWAY PROPOSAL

EXECUTIVE SUMMARY

The Plumas National Forest is proposing 130 miles of the Feather River Highway (State Highway 70) for consideration as a National Scenic Byway. This trans-Sierran highway crosses three major biotic provinces (Sacramento Valley, Sierra Nevada Mountain Range, and Great Basin), and exhibits a wide variety of scenic diversity and topographic relief. Natural history interpretive opportunities range from the Sierran uplift to the Pleistocene glacial history.

Complementing natural resources is the cultural environment along Highway 70. Railroad, highway, and hydroelectric development, as well as gold rush actvity, picturesque communities, and recreational areas are all found along the route. These resources also lend themselves to a wide variety of historic interpretation.

The proposed route is within an easy day's travel of over one million people. The highway provides all season travel through the Sierra for any type of vehicle. The scenic quality, seasonal diversity, and forest management activities offer a wide variety of opportunities for traveler enjoyment and education.

The Forest has discussed this opportunity with a wide variety of community organizations and businesses. A number of them have indicated a strong interest in working with the Forest to develop this proposal. Included in this cooperation is the potential for developing partnerships for interpretive displays, brochures, roadside signing, and other interpretive opportunities.

DESCRIPTION OF THE PROPOSED ROUTE

1. STATEMENT OF SIGNIFICANCE

The proposed Feather River Scenic Byway (State Highway 70) western terminus is about 10 miles north of Oroville, at the intersection with State Route 191, and eastern terminus at U.S. Highway 395. Highway 70 is known as the lowest pass in the Sierra Nevada . It forms the dividing line between the Sierra Nevada Range and the Cascade Range. The scenic quality of this sometimes rugged, sometimes pastoral route is without parallel.

Leaving the Sacramento Valley north of Oroville, the highway travels along the North Fork of the Feather River. The views along this section are breath-taking with steep canyon walls, water falls, huge rock outcroppings, and gigantic boulders in the river. The engineering feats are remarkable with the stairstep of dams for hydroelectric power and the transportation corridors of railroad and highway clinging to the mountainsides. East of Quincy the route traverses forest, meadows, and pastoral high mountain valleys with abundant evidence of the local ranching lifestyle. There are many side trips that include points of historical interest, scenic beauty, and recreational opportunities. Highway 89 joins with Highway 70 midway on its route between Lake Tahoe and Lassen National Park. After crossing Sierra Valley the route gains elevation to cross over Beckwourth Summit before intersecting Highway 395 about 25 miles north of Reno, Nevada.

The dominant feature of this Highway is the Canyon of the North Fork of the Feather River. Here the river has carved deeply into the parent Sierra rock mass where it is confined by merging side walls which rise upward to awe-inspiring heights. The canyon transects several basic rock formations causing variations in the shape of the canyon's sides. Portions of the gorge consist of smooth granite walls which round off in the shape of solid domes high above the river. Other portions of the canyon appear as a jagged jumble of fractured rock. Parts of the canyon are sparsely vegetated while some sections are blanketed with conifer trees.

2. LOCATION AND SCOPE

a. Political description, jurisdiction and ownership

The proposed byway is a 130-mile segment of California State Highway 70 which is under the jurisdiction of the California Department of Transportation. Ninety miles of the route is within the boundary of the Plumas National Forest. Outside the National Forest boundary the ownership is mixed. Most of the route lies within Plumas County with a portion in Lassen and Butte Counties on the east and west end respectively. The byway is located in California's 1st Congressional District.

b. Significant landmarks

The most significant landmarks include:

- Sacramento Valley overlook
- Union Pacific Railroad which parallels the entire route and includes the history of the Western Pacific Railroad
- Arch Rock, Elephant Buttes and Grizzley Dome where the road tunnels through solid granite
- Bucks Powerhouse - first powerhouse in the Feather River Canyon, also having the highest penstock in the country
- Pacific Gas and Electric Company's "Staircase of Power", hydroelectric dams and powerhouses
- Tobin - one of a series of resorts built for tourist and fishing enthusiasts accessed by the Western Pacific Railroad
- Belden area - Major junction of trails (including the Pacific Crest Trail), power, transportation and rivers
- Rich Bar - illustrative of the many gold camps of the area as described by Dame Shirley's book "The Shirley Letters"
- Keddie Wye - the only mainline railroad separation occuring on a trestle in the United States
- Quincy - An 1850's community and present County Seat for Plumas County
- Middle Fork of the Feather River - California's first designated Wild and Scenic River
- Sierra Valley - the largest valley in the Sierra Nevada Mountain Range
- Beckwourth Pass - the lowest highway pass through the Sierra Nevada Range and route of the historic Beckwourth Trail

Attractions adjacent to the route:

- Cherokee diggings historic mining area
- Lake Oroville Recreation Area
- Lakes Basin Recreation area - high elevation lakes and scenery
- Plumas Eureka State Park - historic mining town
- Graeagle (originally called Davie's Mill) - the town is reflective of what a logging company town looked like in the early 1900's
- Bucks Lake, Lake Davis, Frenchman Lake recreation areas
- Bucks Lake Wilderness

NOTE: **This is only a partial listing of significant landmarks in the area.**

d. **Proximity to populated areas**

The western terminus is 10 miles north of Oroville (pop. 57,000) and is approximately 70 miles north of Sacramento (pop. 334,700). The eastern terminus is 25 miles north of the Reno area (pop. of 185,000). The route is within 4 hours drive of the San Francisco Bay area with a population of about 6 million people.

d. Existing support facilities

There are numerous Forest Service campgrounds and major recreation areas along the route. There are also several private campgrounds and recreational vehicle parks along the route. Four rest areas are spaced along the way. The route passes through the full service communities of Quincy and Portola. Three Forest Service Offices and the Plumas County Chamber of Commerce are on the route. Numerous undeveloped turnouts provide spectacular views of the surrounding landscape. The Pacific Crest Trail crosses Highway 70 at Belden where there is a major trailhead including equestrian facilities. Many other hiking trails have trailheads in the Feather River Canyon.

3. MAPS AND PHOTOGRAPHS
(See pgs 6-18)

NOMINATION CRITERIA

1. HIGH DEGREE OF SCENIC VALUE, FEATURES OF NATIONAL OR STATE SIGNIFICANCE:

The route contains some of the most scenic beauty in the State (if not Country) with steep canyon walls, huge water worn boulders, and high mountain valleys. The highway begins near sea level and climbs gradually to one mile elevation. Vegetation types range from valley grasslands, oak woodlands, chaparral, mixed conifer, mountain meadows, and high desert. This provides spring wildflower variations and fall color transitions of a most unique opportunity for the traveling public. This route is the lowest pass in the Sierra Nevadas and is open in the winter when all others are closed.

2. LOCATED PRIMARILY WITHIN A NATIONAL FOREST AND PROVIDES PUBLIC ACCESS:

About 90 of the 130 miles are within the perimeter of the Plumas National Forest. It is the main access route in an east and west direction across the Forest and provides access to many recreational opportunities.

3. WRITTEN AGREEMENTS FROM OTHER JURISDICTIONS:

California Department of Transportation (Caltrans) has jurisdiction of Highway 70 and fully supports a Scenic Byway Designation.

4. SAFE FOR RECREATIONAL DRIVING:

The proposed route is a two lane paved State Highway with shoulders of varying widths. It is generally safe for all forms of vehicular traffic with moderate traffic volume at the posted speed limits. However there are current unsafe aspects to the highway (see Key Management Considerations).

5. CONSISTENT WITH THE FOREST PLAN DIRECTION:

The nomination is consistent with the Plumas Land and Resource Management Plan. Plan objectives, including those for scenery and recreation, will continue to be met.

SELECTION CRITERIA

This proposed Scenic Byway will provide key opportunities to obtain greater public exposure to National Forest management in Northern California. The anticipated marketing activities will increase the public's understanding of the National Forests as a major provider of outdoor recreation and as a leader providing environmental education about wildland resources. The interpretive and promotional material produced by these partnerships will provide new material and opportunities to reach out to non-traditonal users including urban minorities, the disadvantaged and the elderly.

OPPORTUNITIES

1. OUTSTANDING CHARACTERISTICS AND FEATURES

Highway 70 follows a route that is the dividing line between the Sierra Nevada and Cascade Mountain Ranges and provides the lowest pass in the Sierras. The Feather River Canyon provides scenes of breath-taking beauty, steep canyon walls covered in places with moss and ferns, large rock outcroppings, cascading water falls, and gigantic waterworn boulders.

Within the Feather River Canyon there is interplay between the rugged natural beauty of the gorge and the complimetary presence of hydroelectric, railroad and highway facilities, and mining. This is puntuated by a number of resorts and small self-sufficient communities. Much of the actual canyon corridor is in Visual Retention which compliments passage along the old growth stands of the Bucks Lake Wilderness.

Numerous side trip opportunities exist where the public can observe all phases of timber management, from Penny Pines projects to the full range of harvest activities. From Lee Summit eastward, a uniform second growth forest attests to the massive 1920's to 1930's railroad logging clearcuts.

The Sierra Valley area displays ranching lifestyles which have existed since the early days of Plumas County.

Opportunities also exist to view blacktail and mule deer, many types of raptors, a myriad of bird life and small mammals (which will enhance the travelers overall experience).

2. INTERPRETIVE FOCUS

In the Feather River Canyon, the engineering feats that were accomplished to provide the transportation corridor of railroad, hydroelectic power and highway will be featured.

Along the route, the geologic features will be discussed as this is the dividing line between the Sierra Nevada and Cascade Mountain Ranges.

The Scenic Byway follows portions of two of the three branches of the Feather River for most of the distance. The Plumas National Forest encompasses the majority of this major watershed which is part of the California Water System.

The eastern portion of the route will have an emphasis on land use. Both current and early day logging and ranching lifestyles are evident.

PARTNERSHIPS

A meeting was held with potential partners in March, 1990. All the organizations contacted are supportive of the Scenic Byways designation. Several have some reservation as to whether or not their operations might be affected. Assurance was given that the Scenic Byways designation will not interfere with their operations.

Plumas County and Butte County Chambers of Commerce are fully supportive of the proposal. It fits well into their marketing plans. They feel it would be a very positive step toward enhancing tourism in the area. California Department of Fish and Game is supportive of the designation. Plumas Unified School District has expressed an interest of involving students in the development of interpretive materials.

California Department of Transportation will assist in any way possible with the designation. Pacific Gas and Electric, Union Pacific Railroad and Plumas Sierra Rural Electric are supportive of the designation with some reservations as to the effect it will have upon their operation.

(Letters of support are attached)

KEY MANAGEMENT CONSIDERATION

All parties are concerned that the Scenic Byways designation may be automatically changed to State Scenic Highway designation without public input. Scenic Byways status is the only designation currently acceptable to all parties due to anticipated additional management constraints associated with State Scenic Highways status.

Safe turnouts are not available in all areas along the route. Interpretive medium will have to be geared to the driving conditions. Turnouts will need to be redesigned if static interpretation is needed.

The route is a relatively narrow 2-laned highway which is easily driven at speeds exceeding the design or posted speed limits. Consequently, it has a relatively high accident rate and accidents that occur are often serious. The route currently has inadequate turnouts or passing lanes, and needs additional turnouts to discourage unsafe passing (some additional turnouts are planned).

The steep canyon walls in the Feather River Canyon make spectacular scenery but also create potential hazards. Rockfalls and slides occur, particularly during periods of rainfall and winter freeze-thaw.